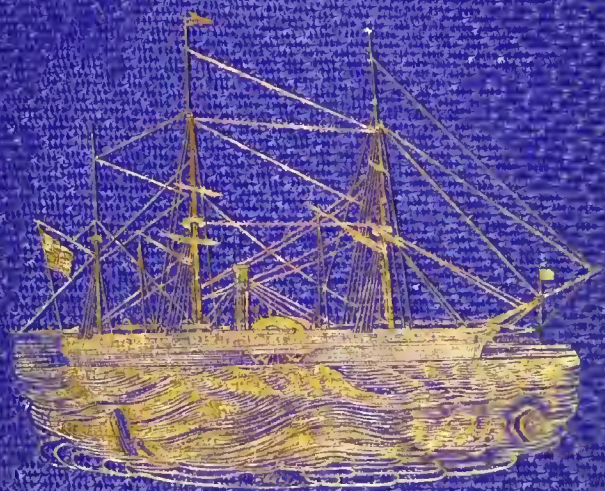






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P R E F A C E .

IN compiling this Hand Book it has been the author's aim to give those interested in the naval history of the United States a well-arranged sketch of the doings of each vessel, with the date of all important events connected with her individual history.

enabling all to see at a glance the progress of the war. In order to complete the work it was necessary to give the details of the action of each squadron or a flotilla, and to give the place at which such action took place. In this manner the information that will be found in this book is not only in connection with the events of the war, but omitting many incidents which are not within the limits of this work to write of. In preparing a volume of the dates and the names of the vessels, the remainder having been carefully selected from a mass of

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IN compiling this Hand Book it has been the author's aim to give those interested in the naval history of the United States a well-arranged sketch of the doings of each vessel, with the date of all important events connected with her individual history, thus enabling all to see at a glance what each has accomplished. In order to complete the record, which promised to be too voluminous for a work of this kind, it became necessary to give the details of the engagements in which a squadron or a flotilla participated under the head of the *place* at which such action occurred, and to direct attention to the whole affair by means of reference notes; and in this manner the individual record has been put into a form that will be found not only convenient for reference, but omitting many incidents which could be justly narrated only in connection with the whole occurrence. It is not within the limits of a brief prefatory notice of the plan of this work to write of the various difficulties encountered in preparing a volume of this character. The majority of the dates and the narrative portions of it are compiled from the official reports of the Navy Department, the remainder having been taken from a very large and carefully selected mass of

material in the possession of the author. The Hand Book has been prepared at the urgent request of a large number of distinguished naval officers, to many of whom we are indebted for valuable assistance. If it will in any degree aid the officer, historian, or the general reading public in keeping pace with the glorious achievements of our rapidly increasing navy, then the aim of the author will have been in a measure attained.

B. S. OSBON.

NEW YORK, Aug., 1864.

ABBREVIATIONS.—S. W., *side-wheel*. S., *screw*. L., *length*. B., *breadth*. D., *depth*. P., *purchased*. C., *cost*. B. R., *blockade runner*.

To ascertain the names of prizes captured by each vessel see "Prizes Captured."

4

H A N D - B O O K

OF THE

UNITED STATES NAVY.

A.

Abraham, Steam-tender, Mississippi Squadron, 1863-4.

Acacia, S., 5 guns. 300 tons. Blockade runner. Purchased at Prize Commissioner's sale, 1863.

Fitted hastily at Boston to go in search of the Chesapeake pirates, Dec., 1863.

Subsequently converted into a war vessel, 1864.

A. C. Powell, S., 1 gun. 65 tons. L. 61, B. 17, D. 7. Purchased. Cost \$5,000. Employed during the rebellion as a dispatch and packet boat. She was built in Syracuse, N. Y., 1861.

Adela, S. W., 6 guns. B. R. P. at Prize Commissioner's sale, 1863.

Fitted as a cruiser, 1863-4.

Adirondack, S., 9 guns. 1,240 tons. Built at the Brooklyn Navy Yard, N. Y. Engines by the Novelty Iron Works, 1861.

Wrecked near Abaco, W. I., Aug. 23, 1862.

Admiral, S., 5 guns. 1,248 tons. L. 230, B. 30, D. 17. P. Supply steamer. Feb., 1864.

Sailed from New York on her first cruise, Feb. 7, 1864.

Admiral Porter's Fleet, consisting of the Benton, Lafayette, with the General S. Price lashed alongside, Louisville, Mound City, Pittsburg, Carondelet, Tus-

cumbia, tug Ivy, and 3 transports, ran the Vicksburg batteries at 11.16 P. M. The enemy opened a terrible fire on the passing fleet, which was promptly responded to. They were under fire two hours and a half, and had only eight men wounded. The transport Henry Clay was sunk by a heavy shot; the Forest City was temporarily disabled, but went by. It was a brilliant affair. April 16, 1863.

Adolph Hugel, Schooner, 2 guns, 1 mortar. 269 tons. L. 109, B. 29, D. 0. P. C. \$15,000. Attached to Porter's mortar flotilla.

At the bombardment of Fort Jackson [see New Orleans], April, 1862.

Agamenticus, Iron-clad, 2 turrets, 4 guns. 1,564 tons. Built at Portsmouth (N. H.) Navy Yard, 1863. L. 250, B. 50, D. 15.

Agawam, S. W., 12 guns. 974 tons. Built at Portland, Maine. Launched, April 21, 1863.

Put in commission at Portsmouth, N. H., March 9, 1864.

Sent in search of the captured steamer Chesapeake, Dec., 1863.

Returned, having experienced very heavy gales, Dec. 18, 1863.

Ran on the rocks at Portsmouth, N. H., March 18, 1864.

James River flotilla, May, 1864.

A. Houghton, Bark, 2 guns. 326 tons. L. 116, B. 25, D. 12. P. C. \$11,500. Ordnance vessel of Porter's mortar flotilla.

At the bombardment of Fort Jackson [see New Orleans], April, 1862.

Alabama, Ship of the line, 84. [See New Hampshire.] Built at the Portsmouth (N. H.) Navy Yard. Owing

to the fact that there was a vessel of that name, and a rebel cruiser bearing the same name, her name was changed to New Hampshire.

Alabama, S. W., 9 guns. 1,261 tons. L. 214, B. 35, D. 22.
P. C. \$93,388.

At the capture of Fernandina [see Fernandina, Fla.],
March 4, 1862.

At Key West, Fla., the crew contracted yellow fever,
July 9, 1863.

At Cape Haytien, W. I., two engineers, one ordinary
seaman, and one marine, died of yellow fever,
July 14 to 27, 1863.

Arrived at New York, having lost twenty officers and
men by fever, Aug. 2, 1863.

Crew transferred to the Magnolia, Aug 4, 1863.

Sailed for Portsmouth (N. H.) Navy Yard, Sept. 8,
1863.

Alabama, rebel privateer. [See Privateer Record.]

Alabama and Hatteras Fight. On the night of the 11th
of January, the United States steamer Hatteras was
destroyed by the Confederate steamer Alabama, off the
coast of Texas. Upon the afternoon of the 11th, at
half past three o'clock, while at anchor, in company
with the fleet under Commodore Bell, off Galveston,
Texas, the Hatteras was ordered by a signal from the
flag ship Brooklyn to chase a sail to the southward
and eastward. She got under way immediately, and
steamed with all speed in the direction indicated.
After some time the strange sail could be seen from
the Hatteras, which was ascertained to be a steamer,
which fact was communicated to the flag ship by
signal. The Hatteras continued the chase, and rap-
idly gained upon the suspicious vessel. Knowing the
slow rate of the speed of the Hatteras, and suspecting

that deception was being practiced, the Hatteras was ordered to be cleared for action, with everything in readiness for a determined attack and vigorous defense. When within about five miles of the vessel, it was observed that she had ceased to steam, and was lying broadside-to awaiting her. It was near seven o'clock, and quite dark; but, notwithstanding the obscurity of the night, they felt assured, from the general character of the vessel and her manœuvering, that they should encounter the rebel steamer Alabama. Being able to work but four guns upon one side of the Hatteras (two short 32-pounders, one 30-pounder rifle Parrott gun, and one 20-pounder rifle), they decided to close with her, in order that their guns might be more effective, if necessary. When within speaking distance—about seventy-five yards—and upon asking, "What ship is that?" the reply was, "Her Britannic Majesty's ship Vixen." Lieut. Commander Blake replied that he would send a boat aboard, and immediately gave the order. In the meantime both vessels were changing their positions, the stranger endeavoring to gain a favorable position for a raking fire. Almost simultaneously with "the piping away" of the boats, the strange craft replied, "We are the Confederate steamer Alabama," which was accompanied by a broadside. The fire at the same moment was returned from the Hatteras. Being well aware of the many vulnerable points of the Hatteras, they hoped by closing with the Alabama to be able to board her, and thus rid the seas of this piratical craft. The Hatteras steamed directly for the Alabama, but she was enabled, by her great speed and the foulness of the bottom of the Hatteras, and, consequently, her diminished speed, to thwart the attempt, when she had gained some thirty

yards distance from her. At this range musket and pistol-shots were exchanged, and the fire continued with great vigor on both sides. At length a shell entered amidship in the hold, setting fire to it, and at the same instant a shell passed through the "sick bay," exploding in an adjoining compartment, also producing fire; another entered the cylinder, filling the engine-room and deck with steam, and depriving them of all power to manœuvre the vessel or to work the pumps, upon which the reduction of the fire depended. With the vessel on fire in two places, and beyond human power, a hopeless wreck upon the water, with her walking-beam shot away, and her engine rendered useless, an active fire was still maintained, with the double hope of disabling the Alabama and of attracting the attention of the fleet off Galveston, which was only twenty-eight miles distant. It was soon reported that the shells had entered the Hatteras at the water-line, tearing off entire sheets of iron, and that the water was rushing in, utterly defying every attempt to remedy the evil, and that she was rapidly sinking. Learning this melancholy truth, and observing that the Alabama was on the port bow of the Hatteras, entirely beyond the range of her guns, doubtless preparing for a raking fire of the decks, to prevent the blowing up of the Hatteras, from a fire which was making much progress, the order was given to flood the magazine, and afterward to fire the lee guns. The Alabama then asked if assistance was desired, to which an affirmative answer was given. The Hatteras was now rapidly going down; and in order to save the lives of the officers and men, the armament on the port side was thrown overboard. After considerable delay, caused by a report that a steamer was seen coming from

Galveston, the Alabama sent us assistance, and every living being was conveyed safely from the Hatteras to the Alabama. Ten minutes after leaving the Hatteras, she went down, bow first, with her pennant at her mast-head, and all her muskets and guns of every character, the enemy not being able, owing to her rapid sinking, to obtain a single weapon. The battery upon the Alabama brought into action against the Hatteras, numbered seven guns, consisting of four heavy 32-pounders, one 100-pounder rifled gun, one 68-pounder, and one 24-pounder rifled gun. The great superiority of the Alabama, with her powerful battery and her machinery under the water-line, must be at once recognized by the world, who are somewhat familiar with the construction of the Hatteras, and her total unfitness for a contest with a regularly built vessel-of-war. The distance between the Hatteras and the Alabama during the action varied from twenty-five to one hundred yards. Nearly fifty shots were fired from the Hatteras, and a greater number from the Alabama. Jan. 11, 1863.

Albatross, S., 7 guns. 378 tons. L. 150, B. 30. D. 9. P. 1861. C. \$75,000. Built, 1858.

Recaptures the schooner Enchantress, which had been captured by the privateer Jeff. Davis, July 22, 1861. Enters Winyaw Bay, near Georgetown, S. C., in company with the Norwich, and drove the enemy from a small work on Cat Island, May 21, 1862.

Visits Georgetown, S. C., May 22, 1862.

Sends boat expeditions, which destroy over 300 salt pans at the works in St. Andrew's Bay, Fla., Nov. 17, 24, 26, and Dec. 8, 1862.

Lashed alongside of the flag ship Hartford, she runs the Port Hudson batteries [see Port Hudson], March 14, 1863.

Attacks the rebel gunboats Grand Duke and Mary T., and the works at Fort De Russy, May 4, 1863.

Shells a large steamer under the guns of Fort Morgan, Jan. 9, 1864.

Albemarle, Schooner, 1 gun. 200 tons. Ordnance vessel at Newbern, N. C.

Alert, S., Dispatch boat, 1863.

Nansemond River operations, April 14, 1863.

Burned at the Norfolk Navy Yard, May 31, 1863.

Alexandria, S. W., 2 guns. 60 tons. Mississippi Squadron.

Alexandria, La. Captured by U. S. flotilla, May 6, 1863.

Algonquin, S. W., 10 guns. 974 tons. Built at the Brooklyn Navy Yard.

Launched, Dec. 21, 1863.

Alleghany, S., 989 tons. Store ship at Baltimore. Built at Pittsburg, Pa., 1847.

Alligator, submarine battery intended for operations in Charleston harbor. Lost at sea, April 9, 1863.

Althea, S., 1 gun. 72 tons. P. and fitted at New York for West Gulf Squadron by Secor & Co., Jersey City, 1863-4.

Amanda, Bark, 7 guns. 368 tons. L. 117, B. 27, D. 12. P. C. \$15,000.

Sends a boat expedition into the Ocklockonee River, which cuts out the rebel schooner Onward, March 23, 1863.

Finding the prize schooner, Onward, could not be got out of the river, she is destroyed by fire under a severe fire from a large body of mounted infantry. March 24, 1863.

Wrecked on the west coast of Florida, May 27, 1863.

Amelia Island. [See Fernandina.]

America, Schooner Yacht, 3 guns. 100 tons. Captured

at Fernandina, and converted into a dispatch and packet boat, but subsequently turned over to the Naval Academy, as a practice vessel. She made an Atlantic cruise in the summer of 1863, as tender to the Macedonian practice ship.

Ammonoosuc, S., 10 guns. 3,200 tons. Built at Boston Navy Yard, 1863-4.

Anacostia, S. 3 guns. 217 tons. Purchased in 1858.
Attacks rebel battery at Aquia Creek, Va., May 31, 1861.

Shells and destroys several buildings near Freestone Point, Va., on the Potomac River, Dec. 9, 1861.

Attacks Cockpit Battery, Va., Jan. 3, 1862.

Attacked while at anchor near Pratt's Landing, Potomac River, Dec. 4, 1862.

Anglo-American, S. W., captured by Porter's flotilla in the Mississippi River.

Attacked by rebel batteries at Port Hudson, Aug. 28, 1862.

Annie, Schooner, 1 gun. 27 tons. Tender to East Gulf Squadron.

Antelope, S. W., 6 guns. 173 tons. Mississippi Squadron.

Antietam, S., 20 guns. 2,200 tons. Not commenced.
Machinery contracted for, 1863.

Antona, S., 4 guns. 565 tons. B. R. P. West Gulf Squadron. (Captured by the Pocahontas, Jan. 6, 1863.)

Arapaho, S., 18 guns. 2,200 tons. Hull not commenced.
Machinery contracted for in 1863.

Argosy, S. W., 8 guns. 219 tons. Mississippi Squadron.

Ariel, Schooner, tender East Gulf Squadron, 1863-4.

Aries, Steamer, 5 guns.

Captured in Bull's Bay, S. C., while attempting to run the blockade by U. S. str. Stettin, Mar. 28, 1863.

Arizona, S. W., 5 guns. 950 tons.

Put in commission at Philadelphia, first cruise, March 11, 1863.

Sailed, March 18, 1863.

Captured her first prize (the sloop Aurelia), March 23, 1863.

Assists in the destruction of the rebel steamers Queen of the West, Diana (both captured from the U.S.N.), and Hart, in Berwick Bay, April 18, 1863.

At the capture of Fort De Russy, May 9, 1863.

Attacks Sabine Pass [see Sabine Pass, Texas], Sept. 8, 1863.

Arkansas, S., 6 guns. 752 tons. B. R. P. West Gulf Squadron.

Put in commission, Oct., 1863.

Arrived at New Orleans, Nov. 10, 1863.

Arkansas Post. Attacked by the Louisville, Baron De Kalb, Cincinnati, Rattler, and Black Hawk, Jan. 10, 1863.

Attack renewed early in the morning by the same vessels, dismounting its armament of eleven guns during the action, which lasted three hours. The U. S. troops co-operated on the land side. The Louisville lost 12 men; Baron De Kalb, 17; Cincinnati, none; Lexington, none; Rattler, 2. The fort was in command of Col. Dunnington, late of the U. S. Navy, who surrendered his sword to Admiral Porter, Jan. 11, 1863.

Arletta, Schooner, 2 guns, 1 mortar. 199 tons. L. 100, B. 26, D. 8. P. C. \$8,500.

Made her debut at the bombardment of Forts Jackson and St. Philip [see New Orleans], April, 1862.

At the bombardment of the Vicksburg batteries,
June 28, 1862.

A. Robb, S., 4 guns. 75 tons. Mississippi Squadron.
Repulses 4,500 rebels, who had attacked the Union
forces at Dover, Tenn., Feb. 4, 1863.

Engages the enemy at Cerro Gordo, June 19, 1863.

Arcoostook, S., 6 guns. 507 tons. Built by N. W. Thompson,
Kennebunk, Maine. Engines by Novelty Iron
Works, New York.

Attacks Sewall's Point batteries, May 8, 1862.

Ordered up the James River, May 9, 1862.

Attacks Fort Darling [see Fort Darling], May 15,
1862.

Captures blockade runner Sea Lion off Mobile, May
9, 1863.

Arthur, Bark, 6 guns. 554 tons. L. 134, B. 20, D. 18.
P. C. \$20,000.

Arrived at Aransas Bay, Texas, June 25, 1863.

Attacks and captures Corpus Christi, Texas, assisted
by the steam gunboat Sachem and yacht Corypheus,
Aug. 18, 1862.

A. V. Lieut. Kitteride, commander of the Arthur,
captured with a boat's crew near Flour Bluff, 12
miles from Corpus Christi, Texas, Sept 14, 1862.

Ascutney, S. W., 12 guns. 974 tons. Built at Newbury-
port, Mass., 1862.

Launched from the yard of G. W. Jackson, Jr., at
noon, April 4, 1863.

Ashuelot, S. W., 10 guns. 1,030 tons. Building at Bos-
ton Navy Yard.

Atlanta, Iron-clad S., 6 guns. 1,006 tons. Captured by
the iron-clad Weehawken, with the Nahant in re-
serve, in Warsaw Sound, Ga. She was formerly
the Fingal, and ran into Savannah, Ga., shortly

after Port Royal was captured. She was then converted into an iron-clad. Captured on the morning of June 17, 1863.

Refitted at the Philadelphia Navy Yard, 1863.

Sailed from thence, Feb. 11, 1864.

Arrived at Hampton Roads, Feb. 15, 1864.

James River flotilla, May, 1864.

Augusta, S. W., 10 guns. 1,310 tons. L. 220, B. 35, D. 21.
P. C. \$96,940.

At the capture of Port Royal. [See Port Royal, S. C.],
Nov. 7, 1861.

Participates in the engagement with the rebel iron-clad rams off Charleston Bar. [See Iron-clad Raid off Charleston, S. C.] Jan. 31, 1863.

Sailed from Port Royal, July 6, 1863, with Admiral Dupont and staff on board, and arrived at New-castle, Del., July 9, 1863.

Sailed from the Capes of the Delaware, in search of privateers, July 14, 1863.

Arrived at New York, July 30, 1863.

Augusta Dinsmore, S., 4 guns. 850 tons. P. Adams' Ex. Co.

Flag ship of Admiral Dahlgren, Aug., 1863.

Avenger, Ram, 7 guns. 750 tons. Building at New Albany, Ind., 1864.

B.

Bainbridge, Brig, 7 guns. Built at Boston Navy Yard, 1842.

In a gale in the harbor of Aspinwall, N.G., she threw over her armament, Nov. 1862.

Sailed from New York for Port Royal, Aug. 18, 1863.

Lost at sea. The only man (colored) saved gives the following details of the accident. He was picked

up in a boat by the brig South Boston, and carried to Philadelphia. He says: "In a few hours after the Bainbridge left New York she encountered the hurricane which prevailed on our coast in August last. The brig labored hard, and shipped seas at a fearful rate. The hatches were battened down, and the vessel put under the best possible sail to make her easy in a seaway. On the night of the 20th of August the hurricane had so increased that the officers began to entertain fears for her safety, and from that time until the vessel went down they had been standing aft with axes ready to cut the masts out of her and let them go by the board. At about four o'clock in the afternoon of the 20th of August the brig was struck with a terrific squall, and before the rigging could be cut she careened over, never again to right herself. At this time the whole of the starboard watch were below decks, with the hatches battened down, and were thus cut off from the slightest hopes of escape. The brig gradually rolled over, and finally turned bottom upwards, doubtless crushing a portion of the watch on deck, and killing some instantly, as her guns naturally would get adrift. The ship's cook, who was a white man, seeing the vessel about to capsize, sprang to the captain's gig, the after fall of which was parted, and in a flash severed the forward fall, and the boat by a heavy combing sea was thrown off some distance from the vessel. Smith seized a plank, and was borne by the sea towards the boat, whose keel he mounted, and, with the aid of the white cook, he succeeded in righting the boat. By this time the brig was bottom up, and amid the spray that was being blown up by the terrific gale he saw several men struggling in the water. Darkness coming on, they

soon lost sight of the vessel and the crew. Shortly after the two men had righted their boat a heavy sea upset it, and in the darkness of that awful night they worked for some time before they succeeded in righting her again. This occurred several times during the night, till finally the sea went down somewhat, and the boat could be kept head on. When daylight came, and with it a hot sun, the white cook began to drink salt water, and the excitement, added to the bad effects of drinking the salt water, drove the poor fellow crazy, and in a fit of madness he leaped from the boat, and sank to join his shipmates who had gone before him the night previous. Smith was now left alone, and, being thirsty, he assuaged that terrible feeling by placing a blanket around his head and keeping it saturated with salt water, and at the time he was picked up he was much fresher than could be expected." Aug. 21, 1863.

Baltimore, S. W., 2 guns. 500 tons. P. Ordnance vessel at Washington, D. C., 1863-4.

Banshee, S. W., 5 guns. 533 tons. B. R. P. Fitted as a gunboat at New York by T. F. Rowland, 1864.

Baron De Kalb, Iron-clad, 13 guns. 512 tons. L. 260, B. 40, D. 8. Converted into a war vessel for the Mississippi Squadron. Was very powerful and fast. At the capture of Arkansas Post [see Arkansas Post], Jan. 11, 1863.

At the capture of Duvall's Bluff battery, Jan. 16, 1863.

At Fort Pemberton, Tallahatchie River, March 11-13, 1863.

Attacks Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

At Yazoo City [see Yazoo River Expedition], May 21, 1863.

Barrataria, Steamer, 2 guns. Captured from the rebels, 1862.

Grounded and blown up on Lake Portchartrain, April 7, 1863.

Battery Gregg, on Morris Island, in Charleston Harbor, S. C., evacuated by the Confederate forces after having been bombarded by the army and navy, Sept. 6, 1863.

Beaufort, S. C.—Flag-officer S. F. Dupont sent a naval force to Beaufort, who found the place deserted except by a few negroes and one white man, Nov. 8, 1861.

Beauregard, Schooner, 1 gun. 101 tons. Formerly a rebel privateer. Captured by the U. S. bark W. G. Anderson, Nov. 12, 1861.

Attacks rebel battery at Gadsdin's Point, Fla., April 2, 1863.

Ben Morgan, Ship, 2 guns. 407 tons. P. 1861.

Store-ship at Hampton Roads, and now at Beaufort, N. C.

Benton, Iron-clad, 16 guns. 1,000 tons. She was constructed of two hulls joined together, so as to form one vessel 186 feet long by 74 feet beam. Flag-ship of the Mississippi Squadron, 1862-3.

Flag-ship at the attack upon Island No. 10, March 17, 1862.

Engages the rebel gunboats at Fort Pillow, May 10, 1862.

Captures Memphis and destroys rebel flotilla, June 6, 1862.

Pursues the ram Arkansas, June 15, 1862.

Engages the upper batteries at Vicksburg on the evening of June 15, 1862.

Yazoo River Expedition [see Yazoo Batteries], Dec. 29, 1862.

Runs the Vicksburg batteries [see Admiral Porter's Fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.

Captures Fort De Russy, May 9, 1863.

Attacks Vicksburg batteries, co-operating with Gen. Grant [see Vicksburg], May 22, 1863.

Attacks Vicksburg batteries, May 27, 1863.

Again attacks the Vicksburg batteries, June 10, 1863.

Bermuda, S., 3 guns. 1,238 tons. B. R. P. Supply steamer.

Bienville, S. W., 11 guns. 1,558 tons. L. 238, B. 37, D. 22. P. C. \$161,250.

At the taking of Port Royal [see Port Royal, S. C.], Nov. 7, 1861.

Sent to Hampton Roads with the official news of the capture of Port Royal, Nov. 10, 1861.

At the capture of Fernandina [see Fernandina, Fla.], March 4, 1862:

On the blockade of the Texas coast during the early part of 1863.

Arrived at New York, Oct. 18, 1863.

Sailed from New York, June, 1864.

Black Hawk, S. W., 8 guns. 902 tons. Flag-ship of Admiral Porter's Squadron.

Flag-ship at the capture of Arkansas Post [see Arkansas Post], Jan. 11, 1863.

At Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

Blockade.—The President of the United States issued a proclamation declaring the blockade of the ports of the Southern States in rebellion, April 19, 1861.

Of Hampton Roads and mouth of the James River established, May 2, 1861.

Of Rappahannock River begun, May 18, 1861.

Of mouth of the Mississippi River commenced, May 26, 1861.

Of Mobile Bay established, May 27, 1861.

Of Savannah River begun, May 28, 1861.

Bloomer, S. W., 2 guns. 130 tons. West Gulf Squadron.

Blue Light, S., 1 gun. 103 tons. Built at Portsmouth Navy Yard for a powder tug, 1864.

Bohio, Brig, 3 guns. 196 tons. L. 97, B. 24, D. 9. P. C. \$9,000.

Sends her boats, in company with those of the Albatross, to destroy the salt works in St. Andrew's Bay, Fla., Nov. 17, 24, 26, Dec. 8, 1862.

Brandywine, Sailing Frigate (of 50 guns). 1,726 tons. Store-ship at Hampton Roads. Built at Washington Navy Yard in 1825. She carried General Le Marquis de Lafayette to France after his visit to this country.

Braziliera, Bark, 6 guns. 540 tons. L. 135, B. 28, D. 15. P. C. \$22,000.

Employed on the blockade on the South Atlantic Squadron since the war.

Brilliant, Stern-wheel, 4 guns. 226 tons. Mississippi Squadron. Repulses 4,500 rebels who had attacked the Union forces at Dover, Tenn., Feb. 4, 1863.

Blown up by torpedoes at Yazoo City [see Yazoo City], July 18, 1863.

Britannia, S., 5 guns. B. R. P.

Captured by the Santiago de Cuba while attempting to run the blockade, June 23, 1863.

Fitted as a gunboat at Boston, Sept., 1863.

Brooklyn, S., 26 guns. 2,070 tons. Built by J. A. Westervelt, New York, 1858.

Sailed from Philadelphia, Dec., 1861.

Blockades the mouth of the Mississippi River, Feb. 2, 1862.

Captures the *Magnolia*, with 1,200 bales of cotton on board, Feb. 19, 1862.

Arrives at the Head of the Passes, Feb. 15, 1862.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

At Natchez, May 13, 1862.

Bombards Grand Gulf, Miss., May 26, 1862.

Attacks, but did not pass the Vicksburg batteries, June 28, 1862.

Again attacks the Vicksburg batteries, July 22, 1862.

Shells Galveston, Texas, in retaliation for acts committed by the enemy, Feb. 24, 1863.

Arrives at New York, having on board the bodies of Commander G. W. Rodgers and Paymaster Woodbury, of the monitor *Catskill*, who were killed in action at Fort Sumter, Aug. 26, 1863.

Refitted and put in commission, at Brooklyn Navy Yard, April 14, 1864.

Brunswick, Ga., visited by the gunboats *Mohican*, *Pocahontas*, and *Potomoka*. The Confederate forces, seeing their approach, fled, after setting on fire the railroad depot and wharf. March 9, 1862.

Buckthorne, S., 1 gun. 128 tons. P. Fitted at New York for West Gulf Squadron, by Chas. Copeland, 1864.

C.

Cactus, S. W., 1 gun. 176 tons. P. Fitted at New York for West Gulf Squadron.

Cairo, Iron-clad, 13 guns. 512 tons.

At the capture of Memphis and the destruction of the rebel flotilla off that place, June 6, 1862.

Blown up by two torpedoes in the Yazoo River, no one hurt. She sank out of sight in less than twelve minutes after the accident. The following vessels were present at the time: Pittsburg, Marmora, Signal, and ram Queen of the West, Dec. 12, 1862.

Calhoun, S. W., 3 guns. 508 tons. (Captured vessel.)

Has a running engagement with the rebel gunboat Cotton, near Brashear City, Nov. 1, 1862.

Engages the rebel gunboat Cotton and the batteries in Bayou Teche. Lieut. Commander T. Buchan McKean killed on board, Jan. 14, 1863.

Calypso, S., 6 guns. 630 tons. B. R. P.

Camanche, Iron-clad, 2 guns. 844 tons, one turret. Built by Secor & Co., Jersey City, N. J., to be employed on the coast of California. She was shipped in pieces on board of the merchant ship Aquila for San Francisco. She arrived there, Nov. 11, 1863.

The Aquila sunk at the wharf during a severe gale, having broke from her moorings, and stove her bottom in. She sunk in forty feet of water, Nov. 16, 1863.

She was one of the original batch of monitors with overhangs. L. 200, B. 45, D. 12. She will be recovered without loss or material damage.

Cambridge, S., 7 guns. 858 tons. L. 200, B. 32, D. 18.

P. C. \$75,000. Employed in the North Atlantic Blockading Squadron.

Sails for Boston, Mass., in the early part of the Rebellion, Sept. 1861.

Sends a detachment of thirty men, in the tug Rescue, to Curitoman Creek, where they burned a schooner and had a sharp skirmish with the enemy, Nov. 9, 1861.

Assists in rescuing the crew of the U. S. steamer Columbia, which was wrecked near New Inlet, N. C., Jan. 14, 1862.

At Newport, R. I., as a school vessel for the engineer class of midshipmen, Aug., 1863.

Sailed from thence to the Wilmington blockade, Sept., 1863.

Camelia, S., 2 guns. 198 tons. South Atlantic Squadron.

Canandaigua, S., 10 guns. 1,395 tons. Built at the Charlestown Navy Yard. Engines by the Atlantic Works, Boston. 1862.

Launched, March 18, 1862.

Captures the blockade runner Thistle No. 1, May 7, 1863.

At the attack upon Fort Wagner [see Fort Sumter, 2d attack], Aug. 17, 1863.

Canonicus, Iron-clad, 2 guns. 1034 tons. Built at South Boston, Mass., 1863, by Harrison Loring.

Launched, Aug. 1, 1863.

Trial trip (2d) gun compressor found deficient, Feb. 23, 1863.

Put in commission at Boston, April 16, 1864.

Sailed from Boston, April 22, 1864.

Arrived at New York, April 25, 1864.

Attached to Admiral Lee's James River flotilla, May, 1864.

Carmita, Schooner, 1 gun. 61 tons. East Gulf Squadron.

Carnation, S., 2 guns. 82 tons. P. South Atlantic Squadron.

Carondelet, Iron-clad, 13 guns. 512 tons. L. 176, B. 52, D. 6.

At the capture of Fort Henry, Feb. 6, 1862.

Attacks Fort Donelson, Feb. 14, 1862.

Runs the batteries at Island No. 10, April 4, 1862.

At Pittsburg Landing, April 6, 1862.

At the capture of Memphis and destruction of the rebel flotilla, June 6, 1862.

Engages the ram Arkansas, June 15, 1862.

Runs the Vicksburg batteries [see Admiral Porter's fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.

Attacks Vicksburg batteries [see Vicksburg], May 22, 1863.

Engages the batteries at Vicksburg, May 27, 1863.

Carrabesett, S. W., 6 guns. 202 tons. West Gulf Squadron.

Casco, Iron-clad, 2 guns. 614 tons. Built at East Boston. Launched at Boston, May 7, 1864.

Catawba, Iron-clad, 2 guns. 1,034 tons. Built at the Niles Works, Cincinnati. Launched April 13, 1864.

Catskill, Iron-clad, 2 guns. 844 tons. Built at Brooklyn, N. Y., by T. F. Rowland, Continental Iron Works. The Catskill is a monitor battery with one turret, 1 200-pounder rifle, and 1 15-inch gun. Launched, Dec. 6, 1862.

Left New York for Fortress Monroe, Feb. 28, 1863.

Arrived at Port Royal, S. C., March 3, 1863.

In the attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Flag-ship of the attack upon the Morris Island batteries, July 10, 1863.

Attacks Fort Wagner [see Fort Wagner], July 18, 1863.

In the attack upon Fort Wagner, Fleet Captain G. W. Rodgers, in temporary command of the Catskill, and Assistant Paymaster Woodbury, were killed by a shot striking the pilot-house [see Fort Sumter, second attack], Aug. 17, 1863.

Cayuga, S., 7 guns. 507 tons. Built by Gildersleeve & Son, at Portland, Me. Engines by Woodruff & Beach, Hartford, Conn.

Attacks and passes Forts Jackson & St. Philip, as the flag-ship of the Second Division of Farragut's fleet. The Division was in command of Capt. T. Bailey, of the Colorado. [See New Orleans.] April 24, 1862.

Left New Orleans with dispatches for the Navy Department, with Capt. Bailey as bearer, and Commander C. S. Boggs, U. S. N., of the Varuna (sunk), as bearer of dispatches on behalf of Gen. Butler, April 29, 1862.

Arrived at Hampton Roads, May 9, 1862.

Arrived at New York, May 11, 1862.

Ceres, S., 4 guns. 144 tons. L. 120, B. 22, D. 6. P. C. \$12,100.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City [see Elizabeth City], Feb. 10, 1862.

At Hamilton, N. C. [see Hamilton], July 9, 1862.

Attacks the enemy near Fort Anderson, N. C., March 14, 1863.

Arrives at Washington, N. C., to aid in protecting

the Union troops who were invested and besieged
[see Washington, N. C.], April 4, 1863.

Champion, S. W., 4 guns. 115 tons. Mississippi Squadron.

Charlotte, Schooner, 1 gun, tender in the West Gulf Squadron.

Chartered Vessels. The following vessels were chartered at the breaking out of the rebellion and armed for naval service. Nearly all of them were subsequently purchased :—

Union, \$7,000 per month.

Keystone State, \$600 per day.

Mount Vernon, \$8,000 per month.

Monticello, \$8,000 per month.

Huntsville, \$10,000 per month.

Montgomery, \$10,000 per month.

R. R. Cuyler, \$12,500 per month.

Dawn, \$7,000 per month.

Daylight, \$8,000 per month.

Quaker City, \$600 per day.

James Guy, \$20 per day.

Adelaide, \$600 per day.

George Peabody, \$600 per day.

J. L. Pussy, \$30 per day.

Tempest, \$100 per day.

Curlew, \$7,000 per month.

Chattanooga, S., 8 guns. 3,000 tons. Building at Philadelphia.

Chenango, S. W., 9 guns. 974 tons. Built at Brooklyn, N. Y., by Jere. Simonson. L. 240, B. 35, D. 12, 1863.

Put in commission at Brooklyn, Feb., 1864.

Exploded her port boiler in N. Y. harbor, killing 26 persons, April 15, 1864.

Cherokee, S., 5 guns. Captured off Charleston, S. C., May 7, 1863.

Now a U. S. gunboat, 1864.

Sailed from Boston, May 4, 1864.

Chicamacomico, N. C. The rebels drove a portion of the 2d Indiana Vol. Regt. along the beach to capture them. The gunboat Monticello discovering the condition of affairs, shelled the enemy and drove them off, Oct. 5, 1861.

Chickasaw, Iron-clad, 4 guns. 970 tons. Built at St. Louis. Launched, (4 ladies knocked overboard, 1 lost,) Feb. 10, 1864.

Chickopee, S. W., 9 guns. 974 tons. Built by Paul Curtis, Boston; engine by Neptune Iron Works. L. 240, B. 35, D. 12.

Chillicothe, Iron-clad, 2 guns. 303 tons. Built at New Albany, Ind., by McCord & Junger. L. 155, B. 50, D. 5. Two screw engines, two paddle engines, one stationary turret, two 11-inch guns.

At Yazoo Pass expedition, March 11, 1863.

At Fort Pemberton, March 13, 1863.

Attacked in the Tallahatchie River, March 16, 1863.

Chimo, iron-clad, 2 guns. 614 tons. Built at South Boston by Aquila Adams, 1863-4.

Launched, May 5, 1864.

Chippewa, S., 7 guns. 507 tons. Built by Webb & Bell, N. Y. Engines by Morgan Iron Works, N. Y. Launched, Sept. 14, 1861.

Participates in the attack upon Fort Macon, N. C. [see Fort Macon], April 26, 1862.

Aids in the attack upon Fort Wagner, Charleston harbor [see Fort Wagner], July 18, 1863.

Chotank, Schooner, 1 gun. 53 tons. L. 56, B. 17, D. 6. Purchased at marshal's sale for \$1,250. She was formerly the privateer Savannah, prize to the brig Perry.

Choctaw, S. W., Iron-clad, 4 guns. 1000 tons. L. 260, B. 45, D. 10.

Attacks Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

At Yazoo City [see Yazoo River Expedition], May 21, 1863.

At Milliken's Bend [see Milliken's Bend], June 7, 1863.

Chocura, S., 5 guns. 507 tons. Built by Curtis & Tilden, Boston. Engines by Harrison Loring, Boston. Launched, Sept., 1861.

At Yorktown, May 4, 1862.

Sends a boat expedition to Merrill's Inlet, S. C., May 3, 1863.

Cimerone, S. W., 9 guns. 860 tons. Built at Bordentown, N. J., by D. Merchon; engines by the same. C. \$100,000.

Participates in the attack upon Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Cincinnati, Iron-clad, 13 guns. 512 tons. L. 175, B. 51, D. 6.

She was converted to a war vessel from a river boat in 1861.

At the capture of Fort Henry, Feb. 6, 1862.

Attacks Island No. 10, March 17, 1862.

Engages the rebel gunboats at Fort Pillow, May 10, 1862.

Bombards the upper batteries at Vicksburg on the evening of June 15, 1862.

Arkansas Post [see Arkansas Post], Jan. 11, 1863.

Attacks Vicksburg batteries, May 27, 1863.

Sunk while running the batteries at Vicksburg, May 27, 1863.

Raised and towed to Cairo in Aug., 1863.

Circassian, Screw, 5 guns. 1,750 tons. Captured while endeavoring to run the blockade, 1862.

Was put in commission, and ran as a supply vessel to the squadrons from Dec. 1862 until 1864, when she went to Boston for extensive repairs.

Captured the *Mina*, B. R., Dec. 9, 1863.

Clara Dolsen, S. W., 1 gun. 852 tons. Mississippi Squadron.

Clarksville, Tenn., taken possession of by the naval forces under Flag Officer A. H. Foote, Feb. 20, 1862.

Clifton, S. W., 8 guns. 892 tons. P.

One of the steam division of the Porter Mortar Flotilla [see New Orleans], April, 1862.

In the attack upon the Vicksburg batteries she had her boiler pierced by a shot, killing six men and injuring several others; notwithstanding this accident, her guns were fired until the signal was made to retire from action. June 28, 1862.

Assists in the capture of Galveston, Texas, Oct. 9, 1862.

Attacked by the rebel flotilla in Galveston Bay, Texas, she had one man killed [see Galveston, Texas], Jan. 1, 1863.

Engages the enemy at Bayou Teche, July 26, 1863.

Captured in Sabine Pass [see Sabine Pass, Texas], Sept. 8, 1863.]

Clover, S., 2 guns. 852 tons. South Atlantic Squadron.

Clyde, S. W., 2 guns. 294 tons. B. R. P. East Gulf Squadron.

Cœur de Lion, S. W., 2 guns. 60 tons. P. Potomac Flotilla.

Attacked while at anchor off Pratt's Landing, on the Potomac River, Dec. 4, 1862.

In the Nansemond River operations, April 14, 1863.

Cohasset, S., 2 guns. 100 tons. L. 82, B. 18, D. 7. P. C. \$14,500. (Name changed from E. D. Fogg.) Employed as an armed tug in the North Atlantic Blockading Squadron.

Nansemond River operations, April 14, 1863.

In company with the iron-clad Sangamon and Commodore Barney, makes a reconnoissance of the James River, Aug. 4, 5, 1863.

Cohoos, iron-clad, 2 guns. 614 tons. M. F. Merritt contractor. Built at Continental Iron Works by T. F. Rowland, engines by Hews & Philips, Newark, N. J., 1864.

Colorado, S., 52 guns. 3,425 tons. Built at the Gosport Navy Yard, 1855.

Sends a boat expedition into Pensacola harbor, and destroys by fire the privateer Judah lying at the Navy Yard wharf. Union loss 3 killed and 15 wounded. Sept. 13, 1861.

A portion of her crew man the vessels of Admiral Farragut's fleet on the passage of the Forts below New Orleans, April, 1862.

Arrived at Portsmouth, N. H., Feb. 3, 1864.

Columbia, S., 5 guns. Lost on the shoals near New Inlet, S. C., under the guns of the rebel batteries, Jan. 14, 1863.

Columbine, S., 2 guns. 133 tons. Tug in the S. Atlantic Squadron.

With the Pawnee's launch in tow captures the rebel steamer Sumter in St. John's River, Fla., March 12, 1864.

Captured in St. John's River, May 23, 1864.

Commodore, S. W., 4 guns. 80 tons. West Gulf Squadron.

Commodore Barney, S. W., 7 guns. 513 tons. L. 143, B.

33, D. 12. P. C. \$38,000. (Name changed from Ethan Allen.)

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Winton [see Winton, N. C.], Feb. 19, 1862.

At Newbern [see Newbern, N. C.], March 14, 1862.

Participates in the operations upon the Nansemond River, April 14, 1863.

In company with the iron-clad Sangamon, and gun-boat Cohasset, makes a reconnoissance of the James River, Va. She was penetrated with more than thirty projectiles, one of which passed through her boiler, disabling her for a time. The Sangamon towed her out of range. Aug. 4, 5, 1863.

Commodore Hull, S. W., 6 guns. 376 tons. P.

Attacks Hill's Point (N. C.) battery, March 31, 1863.

Aids the U. S. troops under Major-General Foster, when besieged at Washington, N. C. [see Washington, N. C.], April 1, 1863.

At Washington, N. C., until the rebels withdrew, April 15, 1863.

Commodore Jones, S. W., 6 guns. 542 tons. P.

Assists in covering the embarkation of U. S. troops at the evacuation of West Point, Va., June 1, 1863.

Attacked by guerillas, on the Piankatank River, Aug. 11, 1863.

Blown up by torpedoes in the James River, May 6, 1864.

Commodore McDonough, S. W., 6 guns. 532 tons. P.

Attempts the rescue of the U. S. steamer Isaac Smith, captured by the enemy at the Legareville batteries, Stono River, S. C., Jan. 30, 1863.

Aids the U. S. troops under Col. Barton, of the Forty-eighth New York Volunteers, in the occupation of Bluffton, S. C., June 3, 1863.

- Commodore Morris**, S. W., 6 guns. 532 tons. P.
In the Pamunkey River expedition, Jan. 8, 1863.
At Gloucester Court-House, Va., April 8, 1863.
At West Point, Va., April 16, 1863.
Covers the embarkation of U. S. troops at the evacuation of West Point, Va., June 1, 1863.
- Commodore Perry**, S. W., 6 guns. 513 tons. L. 143, B. 33, D. 12. P. C. \$38,000.
Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.
At Elizabeth City, N. C. [see Winton, N. C.], Feb. 19, 1862.
At Newbern, N. C. [see Newbern, N. C.], March 14, 1862.
Engaged at Hamilton [see Hamilton, N. C.], July 9, 1862.
Visits Jamesville, N. C., and shells the enemy on the bluff, Jan. 29, 1863.
- Commodore Read**, S. W., 6 guns. 650 tons. P. 1862.
Put in commission at the Brooklyn Navy Yard, Sept. 8, 1863.
- Commodore S. H. Stringham** relieved of his command of the Atlantic Blockading Squadron by Commodore L. M. Goldsborough, Sept. 23, 1861.
- Commodore Truxton**, Steamer, 2 guns. Mississippi Squadron, 1862.
- Conemaugh**, S. W., 9 guns. 955 tons. Built at the Portsmouth Navy Yard. Engines by Novelty Iron Works, N. Y. 1861.
Attached to the Pocotaligo expedition, Oct. 22, 1862.
Destroys the blockade runner Queen of the Wave, near Winyaw Bay, S. C., Feb. 25, 1863.
- Conestoga**, S. W., 7 guns. 512 tons.

Engages two rebel gunboats and a 16-gun battery at Lucas Bend, near Norfolk, Mo. One of the rebel gunboats [Yankee] was disabled, Sept. 10, 1861.

Chases the rebel gunboat Jeff. Davis down the Mississippi River until the rebel was so wearied out and damaged, that she sought shelter under the guns of the rebel works at Columbus, Ky., Oct. 1, 1861.

At the capture of Fort Henry, Feb. 6, 1862.

Attacks Fort Donelson, Feb. 14, 1862.

Attacks Island No. 10, April, 1862.

At Charles City, Ark., June 17, 1862.

Collided with ram Gen. S. Price below Natchez, and sunk, March 10, 1864.

Congress, Frigate, 50 guns. 1,876 tons. Built at Portsmouth Navy Yard, 1841.

Sunk by the Merrimac [see Merrimac fight], March 8, 1862.

Connecticut, S. W., 10 guns. 1,800 tons. L. 250, B. 38, D. 22. P. C. \$200,000. (Originally known as the "Mississippi.")

Supply steamer for the Atlantic coast squadrons, June, 1861, to the latter part of 1863.

Put in commission at New York as a cruiser, Aug. 3, 1863.

Collides with the Quaker City, Aug. 22, 1863.

Destroys the blockade runner Phantom, Sept. 28, 1863.

Constellation, Sloop of war, 24 guns. 1,425 tons. Rebuilt at Gosport Navy Yard, 1854. This vessel has been attached to the Mediterranean Squadron up to the time of publishing this work, 1864.

Constitution, Frigate, 17 guns. 1,607 tons. Built at Charlestown, 1797. She is a 50-gun frigate, and has

been used as a school ship at the Naval Academy for several years. She now lies at Newport, R. I., a school ship.

Contoocook, S., 8 guns. 2,200 tons. Building at Portsmouth, N. H., Navy Yard, 1864.

Cornubia, S. W., 5 guns. 600 tons. B. R. P. Fitted at Boston.

Put in commission at Boston, March 17, 1864.

Sailed from Boston, April 8, 1864.

Corpus Christi, Texas, captured by bark Arthur, gunboat Sachem, and yacht Corypheus, Aug. 18, 1862.

Corwin, S. W., 3 guns. 330 tons. Built in Philadelphia in 1849. Since March, 1863, carried one 30-pdr. Parrott and two brass 12-pdr. rifled guns. She was built for the Coast Survey, and continued in that service till April, 1861, when she was transferred to the Revenue Service, and in September, 1861, was transferred to the Navy for special service, and Lieut. Commander Thomas S. Phelps, U. S. N., ordered to command her, with directions to examine and survey the North Carolina Inlets, and especially that of Hatteras, for the operations of the army and navy on the inland waters of that State. While surveying the "Bulkhead" at Hatteras Inlet her boats were frequently driven in by the rebel gunboats; and on the 14th of November, at 1 P. M. (while lying close to the shoals, over which she could not pass on account of her draught), she was attacked from the sound side by the rebel gunboat "Curlew," Captain Thomas T. Hunter, mounting one 9-inch gun and one 80-pdr. rifle (Corwin at this time mounted only her two 12-pdrs.), and after a sharp conflict, which lasted about twenty minutes, the Curlew was beaten off and re-

treated up the sound. While surveying she had other skirmishes at long range. April 1st, 1862, she joined the North American Blockading Squadron under Flag Officer L. M. Goldsborough, in Hampton Roads, and on the second appearance of the Merrimac was dispatched with the "Altoroni" to the front, to protect the vessels in the inner anchorage from the rebel gunboats, six in number, accompanying the Merrimac. April 2d, she was detailed, with three other gunboats under her command, to take charge of Gen. Franklin's Division (momentarily expected) the instant it arrived, to convey and land it in the rear of Gloucester Point, Va. April 21st, Gen. Franklin's Division not arriving, she was ordered to join the York River Squadron, where she was specially employed in keeping the rebels from erecting batteries on the north shore, and was frequently engaged with the Yorktown batteries—fired the last naval shell at the place, which passed three quarters of a mile beyond the town, exploded in the midst of a party playing cards, and killed five men—a point distant four and three quarter miles from the steamer. May 4th, on discovering Yorktown to be evacuated, the Corwin made a reconnoissance thirteen miles up the river, capturing several vessels, causing others to be burned, and drove the 1st Va. Cavalry away from Queen's Creek, killing eleven. Same evening she proceeded to West Point, Va., and held that place till the arrival of the squadron with two divisions of the army on the 6th, thereby preventing the rebel troops from Gloucester Point from crossing and joining the main body from Yorktown. May 7th, she ascended the Mattaponi River about thirty miles (in pursuit of 4,000 rebels who were endeavoring to cross at Frazier's Landing, but who on her approach were obliged to abandon

the design), when her further advance was checked by her draught of water. The rebels finally crossed at Dunkirk, with a loss of 1,000 by desertion. Returned to West Point, and from May 13th to July 1st was in charge of that place, guarding the head of York River, the Mattapony, and mouth of Pamunkey Rivers, and protecting transports and other public property. July 1st, ordered to fall back to Yorktown, and on July 13th detached from the North American Blockading Squadron and dispatched on special service to survey the Potomac River.

Corypheus, Schooner yacht, 1 gun. 100 tons. Captured from the rebels, and converted into an armed tender, 1862.

Courier, Ship, 5 guns. 554 tons. L. 135, B. 30, D. 15. P. C. \$20,000. Has been employed as a store and coal vessel since she was put in commission, 1861.

Covington, S. W., 8 guns. 224 tons. Mississippi Squadron.

Cowslip, S. W., 3 guns. 220 tons. West Gulf Squadron.

C. Phelps, Ship, 2 guns. 362 tons. L. 107, B. 27, D. 13. P. C. \$7,400. Employed as a store-ship at Hampton Roads. She was an old New London whaleship.

C. P. Williams, Schooner, 2 guns, 1 mortar. 210 tons. L. 103, B. 28, D. 8. P. C. \$6,000. This vessel was purchased for Commander D. D. Porter's mortar flotilla, and carried two 32-pounders and one 13-inch mortar.

Mortar Flotilla operations [see New Orleans], April 17, 1862.

Vicksburg bombardment, June 28, 1862.

Bombards Fort McAllister, Ga., Jan. 27, 1863.

Participates in the second attack upon Fort McAlister, Ga., Feb. 1, 1863.

Cricket, Steamer, 6 guns. 151 tons. Mississippi Squadron. [See White River Expedition]. Aug. 15, 1863.

Crocus, S., 1 gun. 115 tons. Put in commission at Brooklyn, Aug. 14, 1863.

Wrecked on Body's Island, Aug. 17, 1863.

Crusader, S., 9 guns. 545 tons. P. 1858.

One of the first vessels to enforce the blockade of Southern ports, 1861.

Stationed in North Edisto River, S. C., from January to June, 1862.

Lieut.-Commanding A. Rhind, and Lieut. Prentiss of the Crusader, make a reconnoissance to a battery at Bear Bluff, North Edisto, S. C., shot one of the picket-guard accidentally, and brought off another to the vessel, a prisoner. It was a daring act, and through it we received much valuable information. March 24, 1862.

A boat's crew, while engaged in gathering cotton, were fired upon by the enemy, who wounded an officer and three men, April 19, 1862.

Captures Pow Pow battery, S. C., April 29, 1862.

Piloted by Robert Small (colored), and accompanied by the Planter, ran up the North Edisto River into Wadmelow Sound, as far as Simmon's Bluff, where they fired into a rebel encampment and destroyed it, June 21, 1862.

Attached to the expedition up York River to West Point, Va., April 16, 1863.

Cumberland, Sloop of war, 24 guns. 1,726 tons. Built at Charlestown Navy Yard, 1842.

Towed out of the Gosport Navy Yard and saved from destruction, April 20, 1861.

At Hatteras Inlet [see Hatteras Inlet], Aug. 29, 1861.
Sunk in action by the Merrimac [see Merrimac fight],
March 8, 1862.

Cumberland Island [see Fernandina].

Cumberland Sound [see Fernandina].

Cummings, Lieut. Commander A. B., wounded on board of
the Richmond at Port Hudson batteries, March 14,
1863.

Died at New Orleans, March 18, 1863.

Curlew, S., 6 guns. 500 tons. (Chartered.)

At Port Royal [see Port Royal, S. C.], Nov. 7, 1861.

Curlew, Steamer, 6 guns. 196 tons. Mississippi Squadron.

Currituck, S., 5 guns. 193 tons. L. 119, B. 23, D. 7.

P. C. \$10,000. Name changed from Seneca.

At Yorktown, Va., May 4, 1862.

Destroys rebel transports in the Pamunkey River,
May 17, 1862.

Attacked while at anchor near Pratt's Landing, on
the Potomac River, Dec. 4, 1862.

Attacked while passing a rebel battery, at Brandy-
wine Hill, Potomac, Dec. 10, 1862.

Skirmishes with rebel cavalry at Tappahannock, Va.,
June 30, 1863.

Cyane, Sloop of war, 19 guns. 732 tons. Built at the
Charlestown Navy Yard, 1837. She has been at-
tached to the Pacific Squadron during the rebellion.

D.

Dacotah, S., 8 guns. 996 tons. Built at the Gosport
Navy Yard, 1858.

Aids the Monticello in destroying a blockade runner

under the guns of Fort Caswell, N. C., Feb. 23, 1863.

Sailed from New York in search of privateers, Nov. 5, 1863.

Returned, Nov. 17, 1863.

Ordered to Portsmouth, N. H., Dec. 6, 1863.

In pursuit of the captured steamer Chesapeake, Dec. 10, 1863.

Went to Halifax and returned to Portsmouth, N. H., Dec., 1863.

Sailed from Portsmouth, Feb., 1864.

Daffodil, S. W., 3 guns. 125 tons. P. Tender to flag ship of the South Atlantic Squadron.

Dahlia, S., 1 gun. 100 tons. P. Tug Mississippi Squadron.

Daisy, S., 1 gun. 90 tons. P. Tug Mississippi Squadron.

Dale, Ship, 16 guns. 566 tons. Built at Philadelphia, 1839.

Ordnance vessel at Key West, Fla., 1862-4.

Dandelion, S., 2 guns. 111 tons. P. South Atlantic Squadron.

Dan Smith, Schooner, 2 guns, 1 mortar. 149 tons. L. 89, B. 25, D. 7. P. C. \$8,000.

One of the Porter Mortar Flotilla, 1862.

At the bombardment of Forts Jackson and St. Philip [see New Orleans], April, 1862.

Carries the news of the capture of the Forts to Havana, April 25, 1862.

Darlington, S. W., 2 guns. 300 tons. Captured from the rebels, and after being used some time by the navy, was sold to the War Department, and was used

in the waters of South Carolina. In 1864, being old and worn out, was sold by the U. S. Quartermaster.

Dart, Schooner, 2 guns. 94 tons. [Captured.] West Gulf Squadron.

At the attack upon the shore batteries at Galveston, Texas, Aug. 5, 1861.

Davis, Captain C. H. (now Admiral), appointed Flag Officer of the Mississippi Flotilla, June 17, 1862.

Dawn, S., 4 guns. 391 tons. L. 154, B. 28, D. 9. P. C. \$35,000.

Attacks Fort McAllister, Ga., Jan. 27, 1863.

In the second attack upon Fort McAllister, Ga., Feb. 1, 1863.

Assists in the destruction of the privateer Nashville in the Ogeechee River, Feb. 28, 1863.

Sailed from New York, Dec. 9, 1863.

Daylight, S., 5 guns. 682 tons. L. 162, B. 30, D. 19. P. C. \$55,000.

Engages a rebel field battery which had opened fire upon the merchant ship John Clark in Lynn Haven Bay, Va. The ship had been driven into the bay owing to bad weather, and was unable to get out, when the rebels finding out this fact endeavored to capture her; and but for the prompt assistance of the Daylight she would have been forced to surrender. She was towed off and sent to sea out of harm's way, Oct. 10, 1861.

At the attack and capture of Fort Macon, N. C. [see Fort Macon], April 26, 1862.

Decatur, Ship, 14 guns. 566 tons. Built at Charlestown Navy Yard, 1839.

In ordinary at Mare Island Navy Yard, California, 1862-4.

Delaware, S. W., 5 guns. 357 tons. L. 156, B. 27, D. 9.
P. C. \$45,000.

At the attack upon Roanoke Island, N. C. [see Roanoke Island], Feb. 7, 1862.

In company with twelve U. S. steamers attacks a rebel battery at Cobb's Point, near Elizabeth City, N. C., which was assisted by a flotilla of several gunboats. The battery was silenced and destroyed, and all of the rebel vessels destroyed except the Ellis, Captain J. M. Cook, Feb. 10, 1862.

Engages the Confederate works at Winton, N. C. [see Winton, N. C.], Feb. 19, 20, 1862.

Attached to the Neuse River expedition [see Neuse River Expedition], Dec. 12, 1862.

De Soto, S. W., 10 guns. 1,600 tons. L. 242, B. 37, D. 24. P. C. \$161,250.

and New London attack two rebel gunboats in Mississippi Sound, and drive them off, Dec. 7, 1861.

Captures five schooners, blockade runners, off Mobile, April 24, 1863.

Causes the destruction of the steamer Cuba, May 17, 1863.

Captures the Alice Vivian, Aug. 18, 1863.

Captures the steamer Crescent, Aug. 20, 1863.

Captures the Leviathan, Sep. 22, 1863.

(See Prizes captured.)

Dia Ching, S., 3 guns. P. She was built for the Chinese Navy under Mandarin Ward. After his death, the money due upon her not forthcoming, she was sold to the Navy Department. She was built by Jewett & Co., Brooklyn, N. Y.

At the attack upon Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Diana, S. W., 3 guns. 300 tons. Captured. West Gulf Squadron.

Captured in Berwick Bay, March 28, 1863.

Captures steamer Southern Merchant, Sep. 24, 1863.

Dictator, Iron-clad ram, 2 guns. 3,033 tons. L. 324, B. 52, D. 22. Built by C. H. Delamater, at the Delamater Iron Works, foot of 13th st., N. R., New York City, from drawings and plans by John Ericsson.

Keel laid, Sept., 1862.

Failed to launch, Nov. 28, 1863.

Failed again, owing to a want of proper inclination being given to the launching ways, Nov. 29, 1863.

Successfully launched, Dec. 26, 1863.

Donaldsonville, Capital of Ascension Parish, Louisiana, situated on the right bank of the Mississippi River just below the outlet of La Fourche, destroyed by Admiral Farragut's orders for firing upon Union vessels.

After its occupation by the U. S. troops was attacked by the Confederate forces who were repulsed, the U. S. gunboats Princess Royal, Winona, and Kineo participating, June 28, 1863.

Dover, Tenn., Capital of Stewart County, Tenn., 75 miles west of Nashville. It is situated on the south side of Cumberland River.

Attacked by 4,500 rebels and 8 pieces of artillery. The attack was repulsed, the following gunboats contributing much to the successful issue: Lexington, Fair Play, St. Clair, Brilliant A. Robb, and Silver Lake, Feb. 4, 1863.

Dragon, S. W., 3 guns. 118 tons. P. Potomac Flotilla. At the attack upon Fort Darling [see Fort Darling], May 15, 1862.

Attacked near Fort Lowry, on the Rappahannock River, Feb. 24, 1863.

Exploded her boiler on the Potomac River, killing two, and scalding several, Jan. 20, 1864.

Drury's Bluff. Seven miles below Richmond, Va., on the James River. [See Fort Darling.]

Dunderberg, Iron-clad ram, S., 12 guns. 5,090 tons. L. 378, B. 68, D. 32. Built by W. H. Webb at New York City. She is a casemated vessel pierced for 8 guns in broadside and 4 in two turrets placed upon the casemate, armor plates $4\frac{1}{2}$ inches thick. Engines built by John Roach & Son Etna Iron Works, New York City. 100 inch cylinders; stroke of piston 48 inches; one screw 21 feet in diameter, the largest one of composition as yet cast. Keel laid, Oct. 4, 1862. Screw cast at Etna Iron Works, March 19, 1864.

E.

Eastport, Iron-clad, 8 guns. 700 tons. Captured from the rebels at Fort Henry. Mississippi Squadron. Captured from the rebels while being converted into a gunboat on the Tennessee River, by the expedition under Lieutenant Commander Phelps of the Conestoga, accompanied by the Tyler and Lexington, Feb. 7, 1862.

E. B. Hale, S., 5 guns. 192 tons. L. 106, B. 28, D. 7. P. C. \$23,000.

Engages the rebel flotilla in Savannah River, Feb. 14, 1862.

Captures Pow Pow Battery, S. C., April 29, 1862.

Destroys rebel salt works, July 30, 1862.

Captures rebel steamer Governor Morton, Oct. 9, 1862.

Boats assist the U. S. steamer Norwich in the capture

of two rebel signal stations near Jacksonville, Fla.,
Aug. 19, 1863.

Elizabeth City, N. C., capital of Pasquatank Co., N. C. It is situated on the Pasquatank River, 20 miles from its mouth. Attacked by U. S. naval flotilla under Commander S. C. Rowan, composed of the following vessels: Louisiana, Hetzel, Underwriter, Delaware (flag ship), Commodore Perry, Valley City, Morse, J. N. Seymour, Whitehead, J. L. Lockwood, Ceres, Shawsheen, Henry Brinker, and General Putnam. The flotilla entered Albemarle Sound on the 9th of February, 1862, at 3 p. m. Several rebel gunboats were then discovered and chased, but their superior speed enabled them to escape. At 8 p. m. the U. S. flotilla anchored for the night. At daylight on the 10th of February they weighed anchor, formed in line of battle, and proceeded up the river. At 8.30 a. m., the enemy's gunboats were discovered drawn up in line of battle under the cover of the guns of the shore batteries, under the command of Commodore Lynch, late of the United States Navy. The enemy were first to open fire. The Union flotilla paid no attention to their shot until within three-quarters of a mile of the batteries, when they opened their fire and at the same time dashed at the enemy's gunboats at full speed. This sudden and unexpected movement disconcerted the enemy, who set on fire the gun-schooner Black Warrior and fled in confusion. The Union gunboats ran down and sank the rebel flag ship Sea Bird, taking her officers and crew prisoners. The Underwriter cut off the retreat of the Beaufort, and the Ceres captured the Ellis. The Confederate steamer Forrest and a new gunboat on the stocks and a smaller vessel were burned, and their machinery destroyed. The Fanny and Black Warrior were destroyed by fire in action, Feb. 10, 1862.

Elk, S. W., 6 guns. 162 tons. West Gulf Squadron.

Ella, S. W., 2 guns. 230 tons. P. Potomac Flotilla.

Ella and Annie, Steamer. (Captured blockade runner.)
[See **Malvern**.] Nov. 9, 1863.

Ellen, S. W., 4 guns. 341 tons. L. 125, B. 28, D. 10.
P. C. \$23,100.

Attached to the Savannah River expedition [see Savannah River], Jan. 28, 1862.

At the capture of Fernandina [see Fernandina, Fla.],
March 4, 1862.

Ellis, Steamer, 4 guns.

Captured from the rebels at Elizabeth City, N. C.,
Feb. 10, 1862.

At the attack upon Fort Macon, N. C., April 26,
1862.

Lost at New River Inlet, N. C., Nov. 23, 1862.

Emma, S., 8 guns. 350 tons. B. R. P. North Atlantic
Squadron.

Essex, Iron-clad, 7 guns. 1,000 tons. L. 205, B. 60, D.
5. P. and converted into an iron-clad war vessel
by Commodore W. B. Porter, U. S. N.

Makes a reconnoissance to the rebel batteries at Co-
lumbus, Ky., Jan. 7, 1862.

Attacked by three rebel gunboats near Columbus,
Ky. The rebel vessels were obliged to retire, Jan.
11, 1862.

At the capture of Fort Henry, Feb. 6, 1862.

Attempts the destruction of the rebel ram **Arkansas**,
under the guns of the Vicksburg batteries. An
officer on board of the **Essex** at the time says:—
“The upper fleet, including the **Essex**, got under
way at 4 A.M. advancing down the river to the

point opposite and above Vicksburg, where the Essex left the other vessels, and rapidly advanced upon the rebel boat, then lying immediately under the upper batteries, of which there were three tiers, one above the other. The original intention of striking the Arkansas was frustrated by her letting go her head line, letting her bow swing out into the stream, receiving our three 9-inch guns when within twelve yards, and immediately afterward a slight grazing blow upon her bow, perfectly harmless to her, but causing the Essex to run hard upon the bank. The guns were immediately reloaded and run out of the holes in the port covers, but were not again fired; but during this time, while we lay upon the bank, the batteries put three shots into our bow casemates, none of which penetrated, but one exploding in the casemates, driving a piece of shell through,* which killed one man, and some splinters, which wounded three, all of whom will soon recover—our total loss. *These shots came from the batteries on shore*, as we plainly saw the crew of the Arkansas jumping off when we ran into them; nor did the Arkansas fire another gun, but, on the contrary, although having steam up, she swung helpless from her stern line. It was impossible, however, to board her, as there were batteries of field-pieces on shore, and hundreds of sharpshooters poured a leaden hail of bullets at the holes in the port covers. The shells from the rebel batteries were one continuous iron hail, exploding constantly against the ports, throwing a lurid glare over the darkened decks inside. The wood-work on the outside of the casemates was splintered in many places, while the riddled smoke-stacks and torn awning showed the severity of the

fire from the field pieces. The promised support from the lower squadron, Farragut's, being kept back, the vessels not being in sight, Capt. Porter reluctantly gave the order to retire, which was done in safety, although under an unparalleled fire of shot and shell, which, striking in the water near us, kept the boat under a continual shower. Although bearing the marks of over thirty shot and shell, only two succeeded in penetrating, one of them exploding through, though many buried themselves in the solid casemates. In her bow a 10-inch shell left its mark, where it struck the iron, indenting it deeply, and then breaking to pieces; while a little above it, an 8-inch rifled solid shot penetrated to the depth of ten inches, breaking to pieces with the force of the blow. Through the failure of the programme on the part of the supporting fleets, the Essex failed to capture the ram; yet she left her mark in a hole of nearly eight feet in diameter, in the casemates of the Arkansas, while the solid 9-inch round shot told their own tale of death as they swept the decks. When the feat of the Essex, in running into and fighting a boat of superior armament, under batteries of such enormous strength, with such trifling loss resulting, becomes generally known, Capt. Porter and his officers will receive the due credit for building and fighting a boat whose capabilities for resisting shot from heavy ordnance has never been equaled, and in general fighting qualities exceeds any vessel ever constructed." July 22, 1862.

Destroys the ram Arkansas, Aug. 6, 1862.

Bombards Natchez, and compels its surrender, Sep. 10, 1862.

Shells the Port Hudson batteries while Admiral Far-

ragut passes them with the Hartford and Albatross, March 14, 1863.

The rebels attempt her destruction by torpedoes near Port Hudson, June 18, 1863.

Tows the New London, which was disabled, and the Monongahela down the river, July 10, 1863.

Estrella, Steamer, 3 guns. — tons.

Assists in the destruction of the rebel steamers Queen of the West, Diana, and Hart in Berwick Bay, April 18, 1863.

At the capture of Fort De Russy, May 9, 1863.

Ethan Allen, Bark, 9 guns. 556 tons. L. 153, B. 30, D. 14. P. C. \$27,500.

Sends a boat expedition to St. Joseph, Fla., which destroys the salt works there, this being the fourth expedition of the like character while on that station, Jan. 9, 1863.

Etlah, Iron-clad, 2 guns. 614 tons. Built at St. Louis. Launched, 1864.

Eugenie, Schooner, 2 guns. 150 tons. (Captured.) East Gulf Squadron as a tender, 1863.

Captures the schooner Alabama, blockade runner, Sep. 12, 1863.

Eureka, S., 1 gun. 50 tons. P. Potomac Flotilla, 1862.

Eutaw, S. W., 9 guns. 974 tons. Built at Baltimore, Md., 1863, by J. Abrahams, engines by Vulcan Iron Works.

Offered to race any side-wheel merchant steamer of about the same tonnage, 1864.

Exchange, S. W., 7 guns. 211 tons. Mississippi Squadron.

F.

Fah Kee, S., 3 guns. 699 tons. P. North Atlantic Squadron.

Fair Play, Steamer, 4 guns. 800 tons. P. Mississippi Squadron.

Aids the U. S. troops under Col. Harding against an attack made by 4,500 rebels at Dover, Tenn., Feb. 4, 1863.

Falmouth, Ship, 4 guns. 700 tons. Built at Charlestown Navy Yard, 1827. Store-ship at Aspinwall, N. G. Sold, Oct. 28, 1863.

Farragut, Flag Officer D. G.

Ordered to form and command the West Gulf Blockading Squadron, Jan. 20, 1864.

Passed the forts below New Orleans, April 24, 1862.

Passed Port Hudson batteries, March 14, 1863.

Passed Grand Gulf, March 19, 1863.

Anchors below Vicksburg, March 21, 1863.

Silences batteries at Grand Gulf, March 31, 1863.

Destroys transports in Red River, April 1, 1863.

Destroys Bayou Sara, La., April 7, 1863.

Arrives at New Orleans, May 9, 1863.

Arrives at New York in the Hartford. His coming was announced and honored by the firing of salutes from the forts from Sandy Hook to Fort Columbus on Governor's Island, and by the foreign men-of-war in port, Aug. 10, 1863.

Farragut's Fleet, at the passage of Forts Jackson and St. Philip, consisted of the following vessels: Hartford (flag ship), Brooklyn, Richmond, Pensacola, Mississippi, Oneida, Iroquois, Varuna, Cayuga, Kathadin, Kineo, Wissahickon, Winona, Itasca, Pinola, Kennebéc, Sciota.

Farralones, Ship, 4 guns. 382 tons. P. at San Francisco for a store and coal ship for the Pacific Squadron, 1862.

Fawn, S. W., 7 guns. 174 tons. Mississippi Squadron.

Fearnot, Ship, 7 guns. 1,012 tons. L. 178, B. 35, D. 23. P. C. \$40,000.

Store ship in the Gulf of Mexico, 1861-4.

Fern, S. W., 1 gun. 50 tons. Mississippi Squadron.

Fernandina, Bark, 7 guns. 297 tons. L. 115, B. 29, D. 12. P. C. \$14,000.

Name changed from Florida, July, 1861.

Employed in the blockade in the South Atlantic Squadron, 1862-4.

Fernandina, Fla., Nassau Co., Florida, is situated on the north part of Amelia Island, and possesses a good harbor. In March, 1862, a demonstration of naval and military force was made against this place. The fleet under the command of Flag Officer S. F. Du Pont, acting in conjunction with the army, were: Mohican (flag ship), Ottawa, Ellen, Seminole, Pawnee, Pocahontas, Flag, Florida, James Adger, Bienville, Alabama, Keystone State, Seneca, Huron, Pembina, Isaac Smith, Penguin, Potomoka, revenue cutter Henrietta, [transports McClellan, Empire City, Marion, Star of the South, Belvidere, Boston, George's Creek, having on board a brigade under the command of Brig.-Gen. Wright]. Fort Clinch, near the town, was abandoned upon the approach of the fleet, and Lieutenant White of the Ottawa hoisted the stars and stripes upon it. Fernandina and St. Mary's were evacuated, so that beyond some manœuvring the Union fleet had but little work to do. The garrison of 1,200 men, and most of the inhabitants, fled panic-stricken, March 4, 1862.

Fire Rafts, from Fort Jackson sent down by the enemy to destroy Farragut's Fleet and Porter's Mortar Flotilla. They were towed out of the way by boats from the Iroquois and the mortar flotilla, April 17, 1862. Several more sent down for the same purpose were disposed of in the same way, April 21, 1862.

Flag, S., 9 guns. 963 tons. L. 198, B. 32, D. 16. P. C. \$90,000.

Name changed from Phineas Sprague, April, 1861.

Engages the rebel flotilla in Savannah River, Feb. 14, 1862.

At the capture of Fernandina [see Fernandina, Fla.], March 4, 1862.

Leaves Port Royal, S. C., for New York, Nov. 7, 1863.

Arrived at Brooklyn Navy Yard with the prize steamer Herald in tow. The Flag had been on the Charleston blockade over 18 months, and came North for repairs, Nov. 13, 1863.

Sailed from Boston, Feb. 8, 1864.

Flambeau, S., 5 guns. 900 tons. L. 180, B. 30, D. 18. P. C. \$100,000. Built by Lawrence & Foulks of Brooklyn. She left New York in the fall of 1861.

Returned to the same place after a cruise in the West Indies, July 17, 1862.

Has been employed in the South Atlantic Squadron, 1863-4.

Arrived at New York, Feb. 5, 1864.

Florida, S. W., 9 guns. 1,261 tons. L. 214, B. 35, D. 32. P. C. \$87,500.

At the capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

Captures the steamer Calypso, June 11, 1863.

Florida, Confederate privateer. [See Privateer Record.]

Folly Island, S. C. A boat expedition occupies Folly Island, and covers the landing of a brigade of U. S. troops. The following vessels furnished the boats and crews: New Ironsides, 2; Powhatan, 4; Canandaigua, 2; Housatonic, 2; Conemaugh, 2; Flag, 1. These boats were towed by the tug Dandelion, July 10, 1863.

Foote, Flag Officer, A. H., ordered to command the Western Flotilla, 1861.

Admiral Foote, having relinquished a bureau at Washington, was ordered to relieve Admiral Dupont at Charleston. He came to New York and over-exerted himself, and after a painful and somewhat lingering illness, he died at the Astor House at 10 P. M., on the 26th of June. (His remains were interred at New Haven with imposing honors.) June 30, 1863.

Forrest Rose, S. W., 6 guns. 203 tons. Mississippi Squadron.

Yazoo City. [see Yazoo River Expedition], May 21, 1863.

Assisted by the Petrel, captures the rebel steamer Elmira in the Tensas River, July, 1863.

Fort Beauregard, Port Royal Harbor, S. C., captured by Flag Officer Dupont's fleet, Nov. 7, 1861.

Fort Clark, N. C. [See Hatteras Inlet.]

Fort Clinch, Fla., taken possession of by the U. S. naval forces [see Fernandina, Fla.], March 4, 1862.

Fort Darling, or Drury's Bluff, James River, 7 miles below Richmond, Va., attacked by the Union flotilla, consisting of the iron-clad Galena, Commander John Rodgers, Monitor Wachusett, Maratanza, Aroostook,

Port Royal, Naugatuck (revenue vessel), and tug Dragon. After an engagement of about four hours, the flotilla was obliged to withdraw. The Galena suffered severely in men and in damage to the vessel. The Naugatuck burst her rifle, and the casualties of the day were quite numerous, May 15, 1862.

Fort De Russy captured by the gunboats Benton, Lafayette, Pittsburg, General Stirling Price, ram Switzerland, tug Ivy, gunboats Estrella and Arizona. The rebel garrison fled, taking with them all the armament save one gun, May 9, 1863.

Fort Donelson, S. W., 5 guns. 900 tons. Mississippi Squadron, 1864.

Fort Donelson, first gunboat reconnoissance made to the fort, Nov. 7, 1861.

Attacked by the gunboats St. Louis (flag ship), Carondelet, Louisville, Pittsburg, Tyler, and Conestoga. The fight lasted about an hour and a half, when the Union gunboats were obliged to withdraw. Flag Officer A. H. Foote was wounded in the action, Feb. 14, 1862.

Surrendered, Feb. 16, 1862.

Fort Hatteras, N. C. [See Hatteras Inlet.]

Fort Henry, S. W., 6 guns. 519 tons. L. 150, B. 32, D. 11. P. Formerly a ferry boat.

Sends a boat expedition to Bay Port, Florida, April 4, 1863.

Fort Henry, Tenn., attacked by U. S. gunboats Essex (flag ship), Carondelet, Cincinnati, Tyler, Conestoga, Lexington, and St. Louis. The work surrendered after a severe and closely contested action of one hour and fifteen minutes. Union loss, 39 killed, 23 wounded. Rebel loss, 5 killed, 10 wounded, and 70 prisoners, Feb. 6, 1862.

Fort Hindman, S. W., 7 guns. 286 tons. Mississippi Squadron.

Fort Hindman, Ark. [See Arkansas Post.]

Fort Jackson, S. W., 12 guns. 1,770 tons. Built at Brooklyn by Jere. Simonson. Name changed from Union.

Put in commission, Aug. 18, 1863.

Sailed from Brooklyn Navy Yard, Sept. 1, 1863.

Encountered a hurricane at sea, Sept. 11, 1863.

Through the carelessness of her engineer, she came near being blown up by an explosion of her boilers. She was obliged to return to New York for repairs, Sept. 25, 1863.

Sailed for the Wilmington blockade, Dec. 9, 1863.

Fort Jackson, situated on the right bank of the Mississippi River, opposite Fort St. Philip, 77 miles below New Orleans.

Bombardment commenced by Porter's mortar flotilla and Flag Officer Farragut's fleet, citadel in the fort set on fire, April 16, 1862.

One of its 10-inch columbiads, which had annoyed the fleet considerably, was dismounted, April 18, 1862.

Passed by Farragut's fleet, April 24, 1862.

Surrendered [see New Orleans], April 28, 1862.

Fort Macon, N. C., attacked and captured after one day's bombardment by the Union flotilla under Commander Samuel Lockwood, and the U. S. troops under Major General Burnside. The naval vessels engaged in the operations were the Daylight (flag ship), State of Georgia, Chippewa, bark Geinsbok, and gunboat Ellis. The flotilla weighed anchor at 6 A. M., on the 25th of April, 1862, and proceeded to the fort. When

within range they opened fire, which was promptly responded to. After firing a short time the vessels were obliged to withdraw, owing to the strong breeze and heavy sea, which rendered the firing inaccurate and hazardous. During the afternoon a white flag was hoisted on the fort, and at 10 o'clock on the morning of the 26th of April, the stars and stripes were hoisted on the ramparts, the terms of capitulation having been jointly signed by Commander Lockwood of the navy and Major General Burnside of the army, April 26, 1862.

Fort McAllister, Ga., or Gennisis Point Battery, situated on the Ogeechee River, three miles above Florida Pass.

Attacked by the iron-clad Montauk, gunboats Seneca, Wissachickon, Dawn, and C. P. Williams, mortar schooner, Jan. 27, 1863.

Attacked by the same vessels, Feb. 1, 1863.

The privateer Nashville destroyed under its guns by the Montauk, Feb. 28, 1863.

Attacked by the iron-clads Passaic, Nahant, and Patapsco, the bombardment continuing eight consecutive hours without any results, March 3, 1863.

Bombardment abandoned, and the iron-clads return to Port Royal, S. C., March 5, 1863.

Fort Oregon, N. C., attacked and destroyed by a naval expedition under Lieutenants Maxwell and Eastman, Sept. 16, 1861.

Fort Pillow. Flag Officer A. H. Foote commences operations against it, April 17, 1862.

The rebel flotilla, consisting of eight iron-clad steamers, four of them fitted as rams, attacked the Union flotilla, consisting of the Benton, Cincinnati, Mound City, and Louisville, and under command of Flag

Officer C. H. Davis. After a sharp engagement, five of the enemy's vessels were disabled. This action occurred near Fort Pillow, May 10, 1862.

Fort Pulaski, Georgia. The bombardment and capture of Fort Pulaski was a military operation under Captain Q. A. Gillmore, U. S. Engineer Corps. Commander C. R. P. Rodgers, U. S. N., had charge of "Battery Sigel," manned by a detachment of sailors from the Wabash. The guns in this battery were three 30-pounder rifles (Parrott's), and one 24-pounder James rifle. The fort surrendered, April 12, 1862.

Fort St. Philip, opposite Fort Jackson, on the Mississippi River.

Bombardment commenced by Porter's mortar flotilla and Admiral Farragut's fleet, April 16, 1862.

Passed by Admiral Farragut's fleet [see New Orleans], April 24, 1862.

Surrendered, April 28, 1862.

Fort Sumter, Charleston Harbor, S. C., evacuated by the Union troops under Major R. Anderson, after a bombardment which began on the 12th of April, 1861, April 15, 1861.

Attacked by Admiral S. F. Dupont with the New Ironsides, seven monitors, and the iron-clad battery Keokuk. The intention was to pass the fort and operate upon the north-west face. The heavy fire from it, Fort Moultrie, Fort Beauregard, Cumming's Point, Mount Pleasant, and the Redan, and the nature of the obstructions, compelled the attack from the outside, or sea face. It was fierce and obstinate. The action did not commence till late in the afternoon, and towards evening, finding no impression made upon the fort, the signal was made to withdraw from action. The intention was to

renew the attack the following morning, but upon a consultation with the commanders of the iron-clads, it was decided not to hazard another attack at that time. The fleet advanced in the following order :

1. Weehawken.
2. Passaic.
3. Montauk.
4. Patapsco.
5. New Ironsides (flag ship).
6. Catskill.
7. Nantucket.
8. Nahant.
9. Keokuk.

During the engagement, the New Ironsides failing to manœuvre in line, the signal was made to disregard the movements of the flag ship, and each commander acted upon his own and best judgment, consequently the "order of battle" was broken, and each vessel chose her own position. The Keokuk advanced quite close to the fort, and there received such injuries as to sink the next morning, April 7, 1863.

[*Second attack.*] At 5.30 A. M., Admiral Dahlgren, Fleet Captain George W. Rodgers, Flag Lieutenant Moreau Forrest, and Ensign La Rue P. Adams, left the flag ship Augusta Dinsmore, and at 5.40 hoisted the Admiral's flag upon the Weehawken. Fleet Captain George W. Rodgers then left to command the Catskill.

6.15, Weehawken under way, steaming up the channel to the buoy abreast Fort Wagner.

6.35, all the monitors under way, steaming up the channel.

6.40, Weehawken anchored 700 yards from Fort Wagner.

- 6.45, she commenced firing.
6.52, New Ironsides opens fire.
6.54, Montauk commences her fire.
7.00, Wagner firing grape and canister at the iron-clads.
7.05, Wagner put a large shot through the smoke stack of the New Ironsides.
7.16, Nahant opens fire.
7.29, Fort Moultrie opened on the New Ironsides.
7.42, Catskill arrived and opened fire.
8.00, Mahaska opened her fire.
8.05, all the wooden gunboats engaged.
8.08, Passaic opened fire.
8.20, Patapsco commences to fire.
8.25, Weehawken stood in nearer to Fort Wagner.
8.35, Catskill shifted her berth.
8.50, Catskill made a signal "Captain is disabled."
At this time Fleet Captain George W. Rodgers and Assistant Paymaster Woodbury of that vessel were killed by a shot which struck her pilot-house.
9.20, Fort Wagner ceased firing.
10.00, Admiral Dahlgren shifted his flag to the Passaic, and with the Patapsco went up to within 1,800 yards of Fort Sumter.
10.30, a shot from the rifle of the Passaic struck the parapet on Fort Sumter.
10.32, Battery Gregg opened upon the Passaic.
10.42, Fort Moultrie opened upon the Passaic and Patapsco.
10.44, Patapsco opened upon Fort Sumter.
11.05, Catskill resumed her position, firing slowly upon Wagner and Gregg.
11.15, Fort Sumpter opened.
12.00, Montauk made a signal that her gun was disabled.

12.10, the Passaic dropped down for dinner, and ordered the fleet to do the same.

12.40, Admiral Dahlgren returned to the Augusta Dinsmore.

The following vessels were engaged in the attack : iron-clads, Weehauken, Catskill, Nahant, Montauk, Passaic, Patapso, and New Ironsides ; wooden vessels, Canandaigua, Mahaska, Cimerone, Ottawa, Wissahickon, Dia Ching, and Ladona, Aug. 17, 1863.

[*Night attack.*] At 11.05 P. M. (Aug. 22), Admiral Dahlgren, accompanied by his staff, left the flag ship Philadelphia, and at 11.30 P. M. hoisted his flag on board the Weehawken.

11.40, ordered the monitors under way.

12.30 A. M. (Aug. 23), Weehawken arrived at the lower buoy.

1.15, she anchored.

2.55, the fleet anchored about 900 yards from Fort Sumter.

3.03, Weehawken opened fire.

3.15, Montauk joined in firing.

3.30, Passaic opened fire, and at the same moment a rocket was fired from Fort Sumter and she returned the fire.

3.45, Battery Gregg commenced operations.

4.10, heavy fog came on, which shut out from sight Fort Moultrie. The firing from the iron-clads was kept up, the guns being ranged by a star overhead.

4.20, the fog lifted, and Fort Moultrie again opened.

5.00, another fog bank came on, and the fleet suspended operations.

5.20, firing resumed and continued until

6.10, when there being no signs of the fog lifting, the Weehawken withdrew.

6.30, signal was made to "withdraw from action."

7.00 A. M., Admiral Dahlgren returned to the flag ship Philadelphia.

The following vessels were engaged: iron-clads, Weehawken (flag ship), Passaic, Nahant, Montauk, Patapsco, Aug. 23, 1863.

[*Naval assault.*] A boat expedition to land sailors and marines, and carry Fort Sumter by storm, was planned and under the command of the following officers: Commander Thos. H. Stevens, Lieut. Commanders E. P. Williams, F. M. Bunce, Flag Lieut. Moreau Forrest, Lieutenants G. C. Remy, S. W. Preston, F. J. Higginson, and E. T. Brower, Ensigns C. H. Craven, Jas. Wallace, and B. H. Porter, and the following officers of the U. S. Marine Corps: Captain C. G. McAuley, 1st Lieutenants C. H. Bradford, J. C. Harris, 2d Lieutenants R. L. Meade, L. P. Wallace, and L. E. Fagan. At 10 P. M. the boats started from the rendezvous in tow of the naval tug Daffodil up the main channel. The boats scarcely reached the fort when the garrison opened fire upon them, repulsing them with great loss: out of 400 men, by rebel accounts, 130 were killed, wounded, and taken prisoners. The Union accounts say 114 men and 10 officers were taken prisoners, and 3 killed. The following vessels furnished the boats and their crews: Canandaigua, Powhatan, Housatonic, Wissahickon, Ladona, New Ironsides, and Racer, Sept. 8, 1863.

Fortune, S., 2 guns. 350 tons. Building at Boston, 1864.

Fort Wagner, on Morris Island, Charleston Harbor, S. C., attacked by the combined forces of Gen. Gillmore and Admiral Dahlgren. The army failed to carry it by storm, as planned and attempted. The fol-

lowing naval vessels participated in the affair: iron-clads, Montauk (flag ship), New Ironsides, Catskill, Nantucket, Weehawken, and Patapsco; gunboats at long range, Paul Jones, Ottawa, Seneca, Chippewa, and Wissahickon. The attack ceased at 9 o'clock, P. M., July 18, 1863.

Reported silenced by Admiral Dahlgren, July 21, 1863.

Attacked at intervals from July 25 to Aug., 1863.

Attacked by the fleet and Gen. Gillmore's troops [see Fort Sumter, second attack], Aug. 17, 1863.

Evacuated by the rebel garrison on the night of Sept. 6, 1863.

Fort Walker, Port Royal Harbor, S. C., captured by Flag Officer Dupont's fleet, Nov. 7, 1861.

Fox, Schooner, 2 guns. Tender to East Gulf Squadron.

Franklin, S., 50 guns. 3,684 tons. At Portsmouth, N. H., unfinished, 1864.

Fredonia, Ship, 6 guns. 800 tons. Purchased 1846. Store ship at Callao, S. A.

Freeborn, S. W. Gunboat. [See Thomas Freeborn.]

Fuchsia, S., 3 guns. 180 tons. P. Built for the Chinese navy under Mandarin Ward. At his death she was purchased by the U. S. Navy Department from the builders, Messrs. Jewett & Co., Brooklyn, N. Y., 1863.

G.

Galatea, S., 11 guns. 1,244 tons. P. Built by the Neptune S. S. Co., 1863.

Put in commission, Jan. 30, 1864.

Sailed from New York, March 20, 1864.

Galena, S., 14 guns. 738 tons. Hull built at Mystic, Ct., by Maxon & Fish. Armor plated at the Continental Iron Works at Greenpoint, L. I., by T. F. Rowland. She was one of the first iron-clads built in this country. Launched, Feb. 14, 1862.

Sailed from New York, April 22, 1862.

At the bombardment of Sewall's Point battery, Va., May 8, 1862.

Sent up the James River, May 9, 1862.

Attacked Fort Darling [see Fort Darling], May 15, 1862.

Arrived at Philadelphia, May 21, 1863.

Stripped of her iron armor during the winter of 1863-4.

Sailed from Philadelphia, March, 1864.

Arrived at Baltimore for repairs, having been damaged by ice, March 7, 1864.

Galveston, Texas, captured by the Owasco, Harriet Lane, Clifton, and Westfield, Oct. 9, 1862.

Recaptured, Jan. 1st, 1863. The naval force in possession consisted of the Westfield, Clifton, Harriet Lane, Owasco, Sachem, and Corypheus. The two latter had joined the flotilla only two days previous to the rebel attack, having come up from below, the Sachem in a broken-down condition, and the Corypheus as her escort. The United States troops on shore consisted of two hundred and sixty rank and file, commanded by Col. Burrell, of the 42d Massachusetts Volunteers, occupying, by advice of the commanding naval officer, a wharf in the town. At 1.30 A. M., on the 1st of January, it being bright moonlight, two or three rebel steamers were discovered in the bay above by the Clifton. The Westfield, from the other channel, likewise made the same discovery. The naval forces, therefore,

were not taken by surprise. Very soon our troops on shore learned, through their pickets, that the artillery of the enemy was in possession of the market place, about one quarter of a mile distant. The attack commenced on shore about 3 A. M. by the enemy upon our troops, which were defended by the Sachem and Corypheus with great energy, our troops replying only with musketry, having no artillery. About dawn the Harriet Lane was attacked, or rather attacked two rebel steamers, one of which, the Bayou City, was armed with a 68-pounder rifle gun, and had two hundred troops on board. She was barricaded with cotton bales some twenty feet from the water line. The other, the Neptune, was similarly barricaded, and was armed with two small brass pieces and one hundred and sixty men. The Harriet Lane was under way in time, and went up to them, firing her bow gun, which was answered by the rebels, but their 68-pounder burst at the third fire. The Harriet Lane ran into the Bayou City, carrying away her wheel guard. She passed the rebel, and gave her a broadside which did her little or no damage. The other rebel steamer then ran into the Harriet Lane, but was so disabled by the collision that she was soon afterwards obliged to back in the flats, where she sank in about eight feet of water. The Bayou City turned and ran into the Harriet Lane, and she remained secured to her by catching under her guard, pouring in incessant volleys of musketry, as did also the other steamer, which was returned by the Harriet Lane with musketry. This drove the Harriet Lane's men from her guns and probably wounded Commander Wainwright and Lieut. Commander Lee, the latter mortally. She was then carried by boarding by

the Bayou City, her commander summoned to surrender, which he refused, gallantly defending himself with his revolver until he was killed. But five of the Harriet Lane's men were killed and five wounded ; one hundred and ten, exclusive of officers and wounded men, were landed on shore prisoners. Her commander and first lieutenant were buried next day on shore in the cemetery with the honors of war, and her other officers paroled.

The Owasco, which had been anchored below the town coaling the night before, got under way, and moved up at the commencement of the attack and engaged the enemy's artillery on shore. When it was light enough for her to observe that there were two rebel steamers alongside the Harriet Lane, she moved up to her assistance, grounding several times in so doing ; she could only occasionally bring her 11-inch gun to bear ; she was soon driven back by the incessant fire of the enemy's musketry, and when the howitzers of the Harriet Lane opened upon her she concluded that she had been captured, and backed down below the Sachem and Corypheus, continuing her engagement with the enemy on shore. She had all her rifle gun's crew wounded when above, and lost in all one man killed and fifteen wounded. The Clifton, before the action commenced, went around into Bolivar Channel to render assistance to the Westfield, who had got under way when the rebel steamers were first discovered, and soon afterwards got hard and fast ashore at high water, and then made a signal for assistance. While the Clifton was in the act of rendering this assistance, the flashes of the enemy's guns were first seen in the river. Commander Renshaw then directed Lieut. Commander Law to leave him and

to return to the town. The moon had gone down and it became quite dark, yet the Clifton with some difficulty got around into the other channel, opening the batteries upon Fort Point, which the rebels now had possession of, shelling them out and driving them up the beach, as she neared the town. Here she anchored and continued the engagement; but did not proceed up to the rescue of the Harriet Lane, owing to the failure of the Owasco, the intricacy of the channel, and the apprehensions of killing the crew of the Harriet Lane, who were then exposed by the rebels on her upper deck. It was now about 7.30 A. M. A white flag was hoisted on the Harriet Lane. A boat bearing a flag of truce, with a rebel officer and an acting master of the Harriet Lane, came down to the Clifton, informing her commander of the capture of the Harriet Lane, the death of her commander and first lieutenant, and the killing and wounding of two thirds of her crew, all of which was corroborated by the acting master. Maj. Smith, their commander, now proposed that our vessels should all surrender, and that one should be allowed, with the crews of all, to leave the harbor; otherwise they would proceed down with the Harriet Lane and all their steamers, and capture the guns in line. Lieut. Commander Law replied that he was not the commanding officer, and he could not imagine that such terms would be accepted, but that he would take the acting master of the Harriet Lane and proceed over to the Westfield and tender his proposal to Commander Renshaw. This he did, and went in his own boat. Flags of truce were at this time flying on our vessels and by the parties on shore. During the absence of Lieut. Commander

Law, and under these flags of truce, the rebels coolly made prisoners of our troops on shore, got more of their artillery into position, and towed the Harriet Lane alongside the wharf, though it had been understood that every thing should remain in *statu quo* until an answer should have been received. Commander Renshaw refused to accede to the proposition, directed Lieut. Commander Law to return and get all the vessels out of port as soon as possible, and as he found he could not get the Westfield afloat he should blow her up, and go on board the army transports Saxon and M. A. Boardman, which were lying near him, with the officers and crew. Upon Lieut. Commander Law's return to his vessel he proceeded to carry out these directions. The flags of truce were hauled down, the enemy firing upon the vessels as they then left the harbor. When the Clifton was half way toward the bar her commander was informed by a boat from the Westfield that in the explosion of that vessel, which they observed some half hour before, Commander Renshaw, Lieutenant Zimmerman, Engineer Green, and some ten others had perished, the explosion being premature. Lient. Commander Law now being commanding officer, proceeded to cross his vessels over the bar, and finally concluded to abandon the blockade altogether, considering the Owasco was his only efficient vessel, and regarding her as not equal to resisting an attack from the Harriet Lane should she come out for that purpose. By 8 p. m. they had all left the blockade, although the commander of the Clifton had been notified by an officer on board the M. A. Boardman that another transport would be down within forty-eight hours, and requested that he should warn her off. The vessels which

were left in possession of the enemy were the Harriet Lane and two coal barks, the Cavallo and Elias Pike. The only injury sustained by the Harriet Lane appears to have been from an 11-inch shell under her counter, fired by the Owasco, and the damage to her guard from her collision, Jan. 1st, 1863.

Bombarded by the U. S. S. Brooklyn, Jan. 10, 1863.

Gazelle, S. W., 6 guns. 117 tons. Mississippi Squadron.

Gem of the Sea, Bark, 5 guns. 371 tons. L. 116, B. 26, D. 13. P. C. \$15,000.

Chased on shore and burned the British schooner Prince of Wales near Georgetown, N. C., Dec. 24, 1861.

Gemsbok, Bark, 7 guns. 622 tons. L. 141, B. 31, D. 17. P. C. \$29,000.

Participates in the naval attack upon Fort Macon, N. C. [see Fort Macon], April 26, 1862.

[See Prizes Captured.]

General Bragg, S. W., 2 guns. 950 tons. Captured from the rebels.

At Helena, July 4, 1863.

General Lyon, S. W., 2 guns. 468 tons. Mississippi Squadron.

General Pillow, S. W., 2 guns. 38 tons. Mississippi Squadron.

General Price, S. W., 3 guns. 633 tons. (Captured from the rebels.) 1863.

Runs the Vicksburg batteries [see Admiral Porter's Fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.

Assists in the capture of Fort De Russy, May 9, 1863.

Attacks the water batteries at Vicksburg, May 27, 1863.

Makes another attack upon the Vicksburg batteries, June 20, 1863.

General Putnam, S. W., 4 guns. 133 tons. [See W. G. Putnam.]

Genesee, S. W., 8 guns. 803 tons. Built at the Boston Navy Yard, engines by the Neptune Iron Works, N. Y.

Attempts the passage of the Port Hudson batteries [see Port Hudson], March 14, 1863.

George Mangham, Schooner, 5 guns. 274 tons. L. 110, B. 28, D. 10. P. C. \$9,500.

• One of Porter's mortar flotilla [see New Orleans], April, 1862.

Bombards the batteries at Vicksburg, June 28, 1862. Cruising among the fishing fleet during the season of 1863.

Arrived at New York after a four months' cruise in the Gulf of St. Lawrence, Nov. 18, 1863.

Geranium, S. W., 3 guns. 222 tons. P. South Atlantic Squadron.

Gertrude, S., 8 guns. 350 tons. B. R. P. West Gulf Squadron.

Put in commission at the Brooklyn Navy Yard, July 22, 1863.

Sailed from New York, Aug. 2, 1863.

Captured the Warrior, B. R., Aug. 16, 1863.

Shells a large steamer under the guns of Fort Morgan, Jan. 9, 1864.

Gettysburg, S. W., 5 guns. 726 tons. B. R. Name changed from Margaret and Jessie. P.

Fitted for naval service by Secor & Co., Jersey City, 1863-4.

Made her trial trip and went to Navy Yard, Brooklyn, April 26, 1864.

Put in commission, May, 1864.

Glasgow, S. W., 6 guns. 252 tons. B. R. P. West Gulf Squadron.

Glaucus, S., 11 guns. 1,244 tons. L. 200, B. 35, D. 12.

P. Built by the Neptune S. S. Co., 1863.

Put in commission, Feb., 1864.

Sailed with M. Murillo, President of the U. S. of Colombia, on board, March 5, 1864.

G. L. Brockenboro, Schooner, 1 gun. B. R. Wrecked on the coast of Florida, May 27, 1863.

Glide, S. W., 6 guns. 232 tons.

Destroyed by fire at Cairo, Ill., Feb. 7, 1863.

Gosport Navy Yard, Va. The stores, timber, munitions of war, etc., were burned by order of Commodore Pendegrast, U. S. N., to prevent them falling into the hands of the rebels. The U. S. vessels in harbor were scuttled and fired, as they could not be taken out. The value of property destroyed is estimated at \$50,000,000. The following vessels were lost: Pennsylvania, Merrimac, United States, Germantown, Plymouth, Columbus, Delaware, Columbia, Raritan, Dolphin, April 20, 1861.

Governor Buckingham, S., 6 guns. 886 tons. P. North Atlantic Squadron.

Put in commission at the Brooklyn Navy Yard, Nov. 13, 1863.

Grampus, S. W., 0 guns. 300 tons. Receiving ship at Cincinnati, Ohio, 1863-4.

Grand Gulf, Miss., batteries fire upon the Hartford. She lost 2 killed and 6 wounded, March 19, 1863.

Captured by the following vessels: Benton, Lafayette,

Louisville, Tuscumbia, Mound City, Carondelet, Pittsburg, General Price. They were in action over seven hours, under a very severe fire, April 29, 1863.

Grand Gulf, S. 11 guns. 1,200 tons. P. Built by C. & R. Poillon, New York, 1863, engines by Reliance Machine Co., Mystic, Ct.

Sailed from New York, Oct. 11, 1863.

Arrived at New York for a new screw, Nov. 29, 1863.

Sent in search of the Chesapeake, Dec. 11, 1863.

Returned to New York, Dec. 26, 1863.

Repaired and sailed for the blockade, Feb. 23, 1864.

Granite, Sloop, 1 gun. 75 tons.

At the attack upon Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At the relief of Washington, N. C., when besieged, April 2, 1863.

Granite City, S. W., 7 guns. 315 tons. B. R. P.

Sailed from New York, July 27, 1863.

Attacks Sabine Pass, Texas [see Sabine Pass], Sept. 8, 1863.

Great Western, S. W., 3 guns. 800 tons. Mississippi Squadron.

Guerriere, S., 20 guns. 2,200 tons. Hull not commenced, machinery contracted for, 1863.

G. W. Blunt, Schooner, 2 guns. 121 tons. Formerly a N. Y. and Sandy Hook pilot boat. L. 76, B. 20, D. 8. P. C. \$10,000, 1861.

Has performed excellent service as a packet and dispatch boat off Charleston Bar.

Gwin, Commander W., killed on board the Flag Ship Benton at the Yazoo batteries [see Yazoo batteries], Dec. 27, 1862.

H.

Haines' Bluff. The following vessels co-operate with the Union troops under General Sherman, U. S. A., in a furious attack upon this work: Tyler, Choctaw, Baron De Kalb, Signal, Romeo, Linden, Petrel, Black Hawk, and three mortar vessels in tow of tugs, April 30, May 1, 1863.

Batteries completely destroyed, May 10, 1863.

Hamilton, N. C. An expedition consisting of the gunboats Commodore Perry, Shawsheen, and Ceres, proceeded to Hamilton, N. C., capturing the steamer Wilson and driving off the enemy, who left their earthworks and fled to the woods, July 9, 1862.

Harriet Lane, S. W., 8 guns. 500 tons. Built by W. H. Webb, Esq., at New York, for the Treasury Department, and was employed as a revenue cutter. She had at one time the Prince of Wales on board as a passenger.

Arrived off Charleston Bar, being the junior ship of a special squadron sent by the government to aid in throwing in some 200 troops with supplies to the beleaguered Fort Sumter. The other vessels were the Pawnee, Pocahontas, and the chartered transport Baltic, April 11, 1861.

Fired the *first shotted gun* from on board of a United States vessel at the commencement of the rebellion. This was done to cause the passenger steamer Nashville to show her colors off Charleston bar. The shot struck near the bow of the vessel, and had the desired effect, April 12, 1861.

Arrived at New York from Sumter, April 18, 1861.

Captures a rebel vessel at the mouth of the Chesapeake.

peake. The officers and crew escaped, May 8, 1861.

Engages Pig Point battery, Va. 5 of her crew were wounded, none killed, June 5, 1861.

At Hatteras Inlet [see Hatteras Inlet], Aug. 29, 1861. Grounded in the Inlet, Aug. 29, 30, 1861.

Flag ship of Porter's mortar flotilla at the capture of Forts Jackson and St. Philip [see New Orleans], March to May, 1862.

Attacks the Vicksburg batteries, June 28, 1862.

Assists in the capture of Galveston, Texas, Oct. 9, 1862.

Captured in Galveston Bay, after a desperate resistance, with boarding parties from four rebel cotton-clads. Commander Wainwright and Lieut. Commander Lee were killed [see Galveston, Texas], Jan. 1, 1863.

Hartford, S., 28 guns. 1,990 tons. Built at Charleston Navy Yard, 1858.

Put in commission at Philadelphia, Pa., as flag ship of the Western Gulf Blockading Squadron, Jan. 19, 1862.

Sailed for Fortress Monroe, Jan. 28, 1862.

Arrived at Fortress Monroe, Jan. 29, 1862.

Left Fortress Monroe for Port Royal, S. C., Feb. 2, 1862.

Arrived at Port Royal, S. C., Feb. 4, 1862.

Left Port Royal for Key West, Fla., Feb. 6, 1862.

Arrived at Key West, Feb. 11, 1862.

Sailed from Key West for Havana, Feb. 15, 1862.

Arrived at Havana, and exchanged salutes with the English, French, and Spanish men-of-war then lying in the harbor, Feb. 15, 1862.

Left Havana for Ship Island, to relieve the flag ship Niagara, then stationed there, Feb. 17, 1862.

Arrived at Ship Island, Feb: 20, 1862.

She burst one of her boilers, making a loud report, which for a short time caused great confusion on board, but did very little damage, Feb. 25, 1862.

She receives an addition to her armament of two 9-inch guns, March 1, 1862.

Boat expedition left her for Biloxi, and returned in the evening, after capturing two guns and obtaining much valuable information, March 1, 1862.

Left Ship Island for the mouth of the Mississippi River, where she arrived the same evening, March 7, 1862.

With the view of participating in the capture of New Orleans, made several unsuccessful attempts to cross the bar at Pass à l'Outre, March 8, 9, 1862.

Sailed round to South West Pass to ascertain the depth of water there, March 11, 1862.

Crossed the bar at South West Pass and proceeded to Pilot Town, just above the mouth of the Pass, March 13, 1862.

She was stripped for action, and sent a guard of marines ashore to protect the property; guns all shotted, and preparations made for any demonstration of the enemy, March 14, 1862.

Went up to the head of the Passes, March 15, 1862.

A portion of a submarine telegraph cable discovered across the river under the ship. The cable was destroyed, and a portion brought on board, March 31, 1862.

She is signaled by the mortar fleet arriving from Pilot Town, April 8, 1862.

Steams up the Mississippi River, and anchors at the head of the fleet, April 16, 1862.

She witnesses the effect of the fire of the fleet and mortar vessels on Fort Jackson and Fort St. Philip, April 17, 18, 19, 1862.

A deserter from Fort Jackson comes on board and gives much valuable information to Flag Officer Farragut, April 20, 1862.

All hands aroused at 3 A. M. to ward off a fire raft which had been sent adrift by the rebels for the destruction of the fleet, April 21, 1862.

Serious accident on board, caused by the drifting upon her cable of a submerged vessel with such force as to break the pawls from the capstan and injuring five of the crew, April 22, 1862.

Passed Fort Jackson and Fort St. Philip [see New Orleans], April 24, 1862.

Passed and silenced Chalmette batteries, five miles below New Orleans, and anchored off the city, April 25, 1862.

She is surveyed and reported unseaworthy, owing to a shot under her starboard counter, April 30, 1862.

Serious accident on board, caused by the ship swinging off with the current while heaving up anchor, and bringing up with the cable with such violence as to break the pawls of the capstan, and wounding some twenty men, May 3, 1862.

Weighed anchor and went some twenty miles above New Orleans, May 7, 1862.

Left for Baton Rouge, La., May 8, 1862.

Arrived at Baton Rouge, La., May 9, 1862.

Left Baton Rouge for Vicksburg, May 14, 1862.

She runs aground in her passage to Vicksburg, May 14, 1862.

She discharges her battery, coal, etc., on board a gunboat and lighter to float her off, May 15, 1862.

She is floated off, and the day spent in reloading her, May 16, 1862.

Got under way at 5 A. M., May 17, 1862.

Arrives at Natchez, May 18, 1862.

Leaves Natchez, May 19, 1862.

Arrived at Vicksburg, May 23, 1862.

She receives the intelligence that no attack is to be made on the city at present, and gets under way, May 26, 1862.

She is fired upon by rebel light artillery while passing Grand Gulf, May 26, 1862.

Arrived at Baton Rouge, and the dingy was sent ashore, manned by Chief Engineer Kimball and four boys. On landing at the levee they were attacked by guerilla cavalry, wounding Mr. Kimball and two of the boys. She opened her battery on the city, raking the streets and doing much damage, May 28, 1862.

Left for New Orleans and arrived same day, May 29, 1862.

Got under way for Vicksburg, June 8, 1862.

Arrived at Baton Rouge and came to anchor, June 10, 1862.

Sailed from Baton Rouge with one of Captain Porter's mortar fleet in tow, June 19, 1862.

Got aground, and after working hard the entire night succeeded in getting her afloat, June 21, 1862.

Arrived at Vicksburg, June 25, 1862.

Commenced the attack on Vicksburg [see Vicksburg], June 26, 1862.

Sailed for New Orleans, July 24, 1862.

Arrived at New Orleans, July 28, 1862.

Sailed again for Baton Rouge, in consequence of intelligence being received that the rebels had made an attack on that place. On arriving it was found that a hard battle had been fought and the rebels

repulsed. She immediately returned to New Orleans, July 25, 1862.

Sailed from New Orleans for Ship Island, stopping at Pilot Town, where she collided with the U. S. ship Pampero, receiving, however, but slight damage. She here took in spare spars and rigging, which she had stripped off on entering the river, and also removed the chain cable from her side, Aug. 13, 1862.

Left for Ship Island, where she arrived the following morning, Aug. 16, 1862.

Lieut. Commander James S. Thornton transferred the command of the ship to Captain James S. Palmer, late of the Iroquois, Aug. 27, 1862.

Sailed for New Orleans, calling off Mobile on the same evening, Nov. 7, 1862.

Came to anchor off South West Pass, and was saluted by a French man-of-war lying at anchor at that place, which was returned, Nov. 8, 1862.

Arrived at New Orleans, where she was again saluted by a French and English man-of-war which were then lying in the harbor, Nov. 9, 1862.

She is visited by the French admiral, who is saluted by thirteen guns on leaving, which the French vessel returned, Nov. 13, 1862.

She hoists the Spanish flag at her fore, in honor of the Queen of Spain's birthday, Nov. 19, 1862.

She is visited by Major General Banks and Brigadier General Augur, who, on leaving, were saluted with thirteen guns, Dec. 17, 1862.

Visited by Major General Butler and Brigadier General Shepley, who are saluted with thirteen guns, Dec. 24, 1862.

Got under way and came to anchor off Pilot Town, where she remained for several days for want of

sufficient water on the bar to admit of crossing, Feb. 6, 1863.

Got under way, and in attempting to cross the bar at South West Pass she ran hard aground, Feb. 9, 1863.

Succeeded in getting off with the assistance of two tug boats, and had just got over the bar when the steamer Che Kiang arrived with dispatches for the admiral to return to New Orleans. She immediately turned round, and in attempting to cross the bar the second time she grounded ; but with the assistance of the steamers then there she succeeded in getting off without much further delay, Feb. 10, 1863.

Arrived at New Orleans, Feb. 11, 1863.

Left for up the river, March 9, 1863.

Came to anchor off Baton Rouge, March 11, 1863.

Put in readiness for action, March 13, 1863.

She signalized the fleet to get under way, started up the river, and came in sight of the batteries at Port Hudson [see Port Hudson], March 14, 1863.

Two men came on board belonging to the ram Queen of the West, captured by the rebels. Came to anchor off the mouth of Red River, March 16, 1863.

Left anchorage at the mouth of the Red River, and arrived at Natchez same day, when Admiral Farragut sent a flag of truce boat ashore with a dispatch to the mayor, stating that if the ship was fired into during the night, he would burn the city down, March 17, 1863.

Got under way and proceeded on up the river. Preparations made in case of an attempt to board her, March 18, 1863.

She is unexpectedly attacked by guns mounted on

high cliffs at Grand Gulf by the enemy, March 19, 1863.

Came to anchor below Vicksburg, March 19, 1863.

She shells the rebel earthworks at Warrenton. General Grant and his staff visit her and hold a consultation of war with the admiral on board, March 26, 1863.

Again shells the Warrenton batteries, March 28, 1863.

Steamed down the river and opened fire on Grand Gulf when she came within range, and drove the enemy from their guns. They rallied, but were obliged to retreat the second time, March 31, 1863.

Came to anchor at the mouth of the Red River, April 1, 1863.

Weighed anchor and arrived at Bayou Sara. Sent two boats on shore in charge of officers, the crews of which were armed, for the purpose of destroying some 10,000 bushels of corn and meal found piled upon the levee, which was intended for transportation to the rebel army at Port Hudson, all of which, except what was wanted for the use of the ship, was thrown into the Mississippi, April 6, 1863.

Got under way and arrived within five miles of Port Hudson, April 6, 1863.

The admiral's secretary, Mr. Gaubadan, runs the gauntlet of the rebel batteries with dispatches for the fleet below, April 7, 1863.

She captures a rebel steamer on her way from Vicksburg, bound up the Red River, April 9, 1863.

Comes to anchor at the mouth of the Red River, April 10, 1863.

Hove up anchor and steamed down the river for Port

Hudson, where she arrived about 10 A. M. Signaled from masthead with the lower fleet, April 15, 1863.

Dispatches received and transmitted by means of signals from masthead with the U. S. steamer Richmond of the lower fleet, April 16, 1863.

Got under way, and steamed up the river, April 17, 1863.

At anchor off the mouth of the Red River, April 18, 1863.

Weighed anchor and got under way, and steamed down the river in company with the ram Switzerland and Albatross. "Came to" several times for the purpose of destroying some flat boats which she came across, and which were used in the transportation of provisions across the river for the rebel garrison at Port Hudson. Came to anchor above Port Hudson in the afternoon, and signalized the lower fleet from masthead, April 23, 1863.

Received a mail on board across the point of land which separated her from the vessels of the lower fleet. Steamed up river, coming to anchor a short distance above Bayou Sara, April 24, 1863.

Again under way up the river, occasionally coming to for the purpose of destroying flat boats and sugar manufactories which were continually supplying the rebels with sugar and molasses when not observed. Came to anchor off the mouth of the Red River, April 25, 1863.

Vessel reported coming down the Red River, when in a few minutes all hands are at their guns and stations and ready for the fray, when the stranger proved to be the U. S. gunboat Arizona, with dispatches from General Banks to Admiral Farragut, May 1, 1863.

Got under way and cast anchor five miles above Port Hudson. On the trip down saw a flat boat ahead crossing the river, having two hogsheads of sugar on board ; brought it to with a shot from gun on forecastle ; sent an armed cutter to take her in tow and bring her alongside. Received a white man and boy and several negro prisoners from off the scow on board. Paroled the two white prisoners, May 5, 1863.

Up anchor, and returned again to the mouth of Red River, May 6, 1863.

Rear Admiral Farragut, Fleet Captain T. A. Jenkins, Fleet Surgeon J. M. Foltz, Rear Admiral's Secretary, E. C. Gaubaud, Fleet Captain's Clerk, E. A. Palmer, and Lieutenant Eaton of the Signal Corps, leave the ship on board the U. S. gunboat Sachem, at 5 A. M., May 8, 1863.

Got under way and stood down the river for Port Hudson, when she signalized the lower fleet, after which she returned and came to anchor off Bayou Sara, May 22, 1863.

Got under way, steamed down the river, rounded to above Port Hudson, and sent them her compliments from her Sawyer rifle on the poop, which struck the rebel batteries. Came to anchor five miles above Port Hudson, May 24, 1863.

Shelled the woods around Port Hudson all day and night, which resulted in the enemy deserting two steamers they had concealed in the bushes upon what is called Thompson's Creek. The pickets took possession of them, May 26, 1863.

Received two deserters on board from Port Hudson. They made their escape by swimming Thompson's Creek, and report that the garrison is living on half rations, June 26, 1863.

News of the surrender of Port Hudson received on board, which was the cause of a general day's rejoicing among the crew, July 8, 1863.

All hands called to up anchor, and never before since the Hartford was put in commission was the anchor hove up with such a will, as it was whispered around that the ship was ordered North; this, with the fact that she was about to sail the great waters of the Mississippi free and uninterrupted by traitors' hands. Passed Port Hudson as the army was firing a salute when the American flag was raised over the place. Came to anchor below Port Hudson, July 9, 1863.

She is visited by Major-General Banks, after which she got under way and steamed down to Baton Rouge, where she came to anchor in the evening, July 10, 1863.

Left Baton Rouge and steamed down the river; fired forward rifle at the different points on the river as she passed; fired broadside guns at embrasures cut in the levee from which vessels were fired upon by pieces of rebel flying artillery, but elicited no response; passed the sloop of war *Monongahela* and iron-clad *Essex*, gunboat, at anchor. Came to anchor off New Orleans, July 11, 1863.

Broke down the cotton bales around poop and sent them ashore, since she needed them for a barricade no longer, her fighting days for a time being over, July 15, 1863.

Sent two guns and carriages ashore, July 20, 1863.

Sent two 9-inch Dahlgren guns and equipments, and a quantity of grape, ashore, July 21, 1863.

Sent two more guns ashore, July 22, 1863.

Got under way and steamed up the river, and turned.

Was cheered as she passed the fleet, which she

returned. The church-bells in the city also were rung, Aug. 1, 1863.

Steaming down the river, was hove to by a shot from Fort St. Philip, and was boarded by an officer. Crossed the bar, and pilot left the ship, Aug. 2, 1863.

Arrived in New York harbor. Received salutes from the lower fleet, also from the different forts in the harbor, which she returned. Received a salute from an English sloop of war and from a Spanish frigate, which she answered. Came to anchor off the Battery at 5.30 P. M., Aug. 19, 1863.

Sailed from Brooklyn Navy Yard, Jan. 4, 1864.

Went to sea, Jan. 5, 1864.

Harvest Moon, S. W., 3 guns. 546 tons. P. 1864.

Hassalo, S., 8 guns. 2,200 tons. Hull not commenced. Machinery contracted in 1863.

Hastings, S. W., 8 guns. 293 tons. Mississippi Squadron.

Hatteras, S. W., 5 guns. 1,100 tons. L. 210, B. 34, D. 18. P. C. \$110,000. (Name changed from St. Mary.)

Captures a battery on Sea Horse Key, Fla., by a boat expedition. Destroys all the public buildings, four schooners, three sloops, and several small vessels, and captures 14 men belonging to the 4th Florida Volunteers, Jan. 10, 1862.

Sunk by the Confederate privateer Alabama [see Alabama and Hatteras fight], Jan. 11, 1863.

Hatteras Inlet, N. C. A joint expedition under Flag Officer Silas H. Stringham, U. S. N., and Major General Butler, sailed from Hampton Roads, Aug. 26,

1861, and arrived at the Cape on Tuesday, the 27th instant. The expedition was composed of the following vessels: Minnesota (flag ship), Wabash, Monticello, Cumberland, Susquehannah, Harriet Lane: chartered steamers, Adelaide, George Peabody, and Fanny. The transports contained parts of two regiments and one company of regulars. On the 28th, at 6.40 A. M., signal was made to disembark the troops. At 10 A. M. fire was opened upon Forts Clark and Hatteras. At 12.25 P. M. the enemy hauled his colors. At 12.30 the firing ceased, and at 2 P. M. the American flag was displayed from Fort Clark. At 4 P. M. Fort Hatteras again opened her fire, and the vessels immediately resumed operations. At 6.15 P. M. the firing ceased, and the vessels hauled out of range and anchored. At 7.30 the following morning the attack again commenced, and continued until 11.10 A. M., when a white flag was displayed from Fort Hatteras. At noon the fort was formally surrendered to the U. S. forces, Aug. 29, 1861. Prisoners arrived at New York in the flag ship Minnesota, Sept. 2, 1861.

of the Passes. The Water Witch, after towing a schooner laden with coal alongside of the Richmond, had anchored on the afternoon of the preceding day, (October 12, 1861,) on her starboard quarter, a little in shore, and the Richmond was employed during the night discharging the schooner, which was made fast on her port side. The Preble was anchored at a short distance ahead, and on the starboard bow of the Richmond, and the Vincennes lower down on the opposite side of the river, and nearer the entrance of the South West Pass. Between 3.30 and 4 A. M. the alarm was

given on board of the Frolic, a small prize schooner anchored nearly ahead of the Water Witch, the officers in charge hailing the Richmond, to apprise her of the danger from a steamer descending the river. Almost immediately after the crash of collision with the Richmond was distinctly audible on board the Water Witch. The coal schooner was now observed drifting astern, and apparently in contact with her a low, dark steamer, almost obscured by a dense column of smoke. The peculiar puffing of a high pressure engine was heard. The steamer passed near the Water Witch, steering over towards the Vincennes, as they supposed, but soon turned and commenced ascending the river. The Richmond's battery was now opened upon her, and soon after a broadside was discharged from the Preble. A signal rocket was then thrown from the steamer towards the Richmond, and shortly afterward three dim lights appeared up the river in the vicinity of the eastern shore. The Richmond, having now slipped her chain, turned her head slowly in the direction of the Vincennes, and, apprehending an immediate attack, the chain of the Water Witch was also slipped, and she was backed astern a short distance to allow the prize schooner Frolic to coast and pass her. The lights up the river rapidly increasing and expanding, were now ascertained to proceed from three fire rafts gradually drifting down toward the Water Witch, and it was now deemed expedient to steam over towards the opposite shore. As they passed the Vincennes she was observed to be under way, and heading down stream. The Richmond, and soon afterwards the Preble, passed them, steering toward the South West Pass. Finding that the fire rafts were drifting with the wind steadily over towards the western shore, the Water Witch was now

steered to the northward and eastward (up stream), and easily cleared them. They subsequently stranded on the western bank, together with the schooner from which the Richmond had been coaling, a leaky prize vessel of little value, with no men on board. Ignorant of the exact position of the squadron, the Water Witch, towards daybreak, dropped down to the entrance of the South West Pass, and about 4.30 A. M. made out the Richmond, accompanied by the sailing vessels, some three or four miles down the Pass, steering for the bar. The river at this time, in the vicinity of the "Head of the Passes," was entirely clear of the enemy, but an officer sent to the masthead reported the smoke of four steamers beyond a bend in the river five or six miles above us, besides a large bark-rigged propeller still higher up. Deeming it important to communicate these facts to the senior officer, and apprehending a design on the part of the enemy to run the bark out to sea by the Pass a l'Outre, she she was now steered after the Richmond at full speed, stopping her wheels for a moment only to take in tow the prize schooner Frolic, which was dropping astern of the other vessels. About this time the signal to "cross the bar" was given by the Richmond. On ranging alongside of that ship, the urgent necessity of an immediate return to the "Head of the Passes" was presented; but as her propeller was in motion, it was not sure that the suggestion was understood. An order was received to "get the sloop over the bar," and the importance of the Richmond's anchoring at once was pressed in reply. The Water Witch then ranged ahead to execute her orders. Lieut. Davis, the executive officer, was put on board of the Preble to pilot her out, but before the Water Witch could reach the Vincennes she had unfortunately grounded

on a flat to the left of the channel, and all efforts to tow her afloat proved fruitless. The Richmond, in attempting to turn her head up stream, also grounded near the Vincennes. The Preble was safely taken over the bar by Lieut. Davis, who promptly returned to his station on board while the Water Witch was still under fire of the enemy's steamers. Finding the "Head of the Passes" evacuated, the Confederate steamers followed the Water Witch down the South West Pass, the Ivy leading and opening fire on the Richmond at a long range with a heavy rifled gun, shortly after the Vincennes grounded. The Richmond replied from a 9-inch shell gun mounted on the forecastle, and a rifled howitzer on the "poop," and occasionally from her broadside guns. Signal to "engage the enemy" being also made to the Water Witch, their efforts to relieve the Vincennes were discontinued, and their rifled 12-pounder howitzer was brought to bear on the Ivy. The bark, supposed to be the McRea, having also got within range, commenced firing with a rifle or Parrott gun, throwing shot and shell beyond the Richmond, and almost down to the bar. The Richmond succeeded once or twice in backing off into deeper water, but drifted down with the current and finally grounded again about a quarter of a mile below the Vincennes, with her broadside up the river, obliging the Water Witch to take some care in keeping clear of the range of her guns. The Vincennes, with her stern up stream, from which but two guns could be brought to bear on the enemy, remained in a critical position, exposed to a raking fire. A signal made by the Richmond at this time to the vessels below the bar to get under way, was erroneously reported to Commander Handy as a signal to abandon ship, and an officer was sent

from the Vincennes to the Water Witch to ask if any such signal had been made, and that *Captain Handy should continue to defend his vessel*. Soon afterwards, however, several boats came alongside of the Water Witch with the marine guard and a portion of the officers and crew of the Vincennes. Subsequently Captain Handy with the remainder repaired on board the Richmond, the formidable battery of which ship alone prevented the enemy from taking possession of the abandoned vessel, as the Confederate steamers at no time ventured to drop within effective range of her broadside guns. Between 9 and 10 A. M., apparently contented with the results of the action, they ceased firing and steamed up the river. After transferring the officers and men of the Vincennes to the Preble, who had to take refuge on board of the Water Witch, she was next engaged in another unsuccessful attempt to get that ship afloat, Commander Handy, with a greater part of his crew, having returned. During the afternoon the steamer McClellan arrived from Fort Pickens with two Parrott guns, which were immediately placed on board of the Richmond, and about 4 P. M. the Water Witch was dispatched by Captain Pope to communicate with the steamers South Carolina and Huntsville in Barrataria and Berwick Bays, taking verbal orders to Commander Alden to proceed to Pass a l'Outre and to Commander Price to join the Richmond at South West Pass, Oct. 12, 1861.

Heliotrope, S. W., 1 gun. 238 tons. P. Refitted by Secor & Co., Jersey City, for a gunboat, 1864.

Hendrick Hudson, S., 6 guns. 460 tons.

Collides with the brig Caroline Eddy of Bangor, at sea, Jan. 9, 1864.

Henrietta, Yacht, 3 guns. 170 tons. Owned by James

Gordon Bennett, Jr., Esq., and belonging to the N. Y. Yacht Club. Was offered to the government as a war vessel. She was accepted by the Treasury Department and commanded by her owner. She participated in the attack upon and capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

Henry Andrew, S., 3 guns. 177 tons. L. 150, B. 26, D. 7. P. C. \$24,000.

At the Musquito Inlet expedition. Lieut. Commander Budd and Act. Master Mather were killed, March 21, 1862.

Wrecked in a gale near Cape Henry, Aug. 24, 1862.

Henry Brincker, S., 1 gun. 108 tons. L. 91, B. 22, D. 6. P. C. \$13,000.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City, N. C. [see Elizabeth City], Feb. 10, 1862.

At Newbern, N. C. [see Newbern], March 14, 1862.

Henry Janes, Schooner, 2 guns, 1 mortar. 261 tons. L. 111, B. 29, D. 9. P. C. \$11,000.

Was one of the celebrated Porter mortar flotilla [see New Orleans], April, 1862.

Visits Fort Livingston. The rebels seeing her coming, fled in confusion and evacuated the fort, April 27, 1862.

At the Vicksburg batteries, June 28, 1862.

Sabine Pass, Texas, Sept. 25, 1862.

Hetzel, S. W., 2 guns. 301 tons. P.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City, N. C. [see Elizabeth City], Feb. 10, 1862.

At Newbern, N. C. [See Newbern, N. C.], March 14, 1862.

Attacks a rebel battery near Fort Anderson, N. C., March 14, 1863.

Hollyhock, S. W., 3 guns. 300 tons. P.

Home, S., 3 guns, 713 tons. P. Name changed from Key West. L. 168, B. 30, D. 18. Fitted up as a home for wearied officers and seamen who served in the iron-clads in the operations before Charleston. She was fitted for comfort entirely, with bath-tubs, fresh vegetables, ice-houses, etc., 1863.

Honduras, S. W., 3 guns. 376 tons. P. East Gulf Squadron.

Put in commission at New York, Sept. 9, 1863.

Captures the blockade runner Mail, Oct. 15, 1863.

Honeysuckle, S., 2 guns. 234 tons. P. East Gulf Squadron.

Name changed from Wm. Fargo. Sailed from New York, Dec. 24, 1863.

Captured the Fly, B. R., Jan. 11, 1864.

Hope, Schooner, 1 gun. 134 tons. L. —, B. —, D. —. P. C. \$15,000.

Was a yacht owned by Mr. Ives of Providence, R. I., and was built by Henry Steers of Greenpoint, L. I. She belonged to the N. Y. Yacht Club, and was sold in the early part of the rebellion. She has been employed on the Charleston blockade, and has rendered very valuable service, 1861-4.

Horace Beals, Barkentine, 2 guns. 296 tons. P. C. \$16,000.

Was fitted out as the ordnance and hospital ship of the Porter mortar flotilla [see New Orleans], April, 1862.

At the bombardment of the batteries at Vicksburg,
June 28, 1862.

Arrived at New York, Feb. 12, 1864.

Housatonic, S., 13 guns. 1,240 tons. Built at the Boston Navy Yard, engines by Jabez Corry & Co., Boston, 1861.

Launched, Nov., 1862.

Engages the rebel iron-clads Chocura and Palmetto State on their raid upon the U. S. blockading fleet off Charleston harbor, S. C. [see Iron-clad Raid of Charleston, S. C.], Jan. 31, 1863.

Sunk off Charleston, S. C., by the rebel torpedo boat "Davis" on the night of Feb. 17, 1864.

Howquah, S., 4 guns. 397 tons. P.

Sailed from Boston, Sept. 1, 1863.

Captures the blockade runner Ella (Republie), Nov. 10, 1863.

Hunchback, S. W., 7 guns. 517 tons. P.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

Lands a naval field battery and joins the attack upon the enemy's works at Roanoke Island. The officers and crew of the naval battery were selected from various vessels in the squadron, Feb. 8, 1862.

Participates in the engagement at Winton, N. C. [see Winton, N. C.], Feb. 19, 1862.

At Newbern, N. C. [see Newbern], March 14, 1862.

Attacked in the Neuse River, N. C., near Fort Anderson, March 14, 1863.

Engages Hill's Point battery, N. C., and operates in conjunction with the flotilla at the relief of Washington, N. C., when invested by the enemy, April 7, 1863.

Huntsville, S., 4 guns. 817 tons. L. 200, B. 29, D. 19.
P. C. \$90,000.

Attacked by the rebel steamer "Strike" off Mobile Bay, and after a sharp contest of three quarters of an hour, the "Strike" retreated under the guns of Fort Morgan, having been somewhat damaged, Dec. 24, 1861.

Captures the blockade runner Union, May 18, 1863.

Huron, S., 4 guns. 507 tons. Built at Boston by Paul Curtis, engines by Harrison Loring of Boston. Launched, Sept. 21, 1861.

At the capture of Fernandina, Fla. [see Fernandina], March 4, 1862.

Attacked by rebels near Fort Grimball, Stono River, S. C., July 16, 1863.

Captured Chatham, B. R., Nov. 30, 1863.

Destroys ship Sylvanus, B. R., in Doboy Sound, Ga. [see Prizes Captured], Jan. 3, 1864.

Hyacinth, S. W., 1 gun. 50 tons. Mississippi Squadron.

Hydrangea, S., 2 guns. 224 tons. P. Fitted at New York for West Gulf Squadron.

I.

Ida, S., 1 gun. 104 tons. West Gulf Squadron.

Idaho, S., 8 guns. 2,500 tons. Building by Henry Steers at Greenpoint, L. I., engines by Morgan Iron Works, N. Y., from plans by Mr. Dickinson, 1863-4.

Illinois, S., 20 guns. 2,200 tons. Hull not commenced. Engines contracted for in 1863.

Independence, Ship, razee, 50 guns. 2,257 tons. Built at Boston, 1814. Receiving ship at Mare Island Navy Yard, California, 1864.

Indianola, Iron-clad, 4 guns. 442 tons.

Runs the Vicksburg batteries, Feb. 13, 1863.

Captured after having been rammed seven times by the rebel rams Webb and Queen of the West (the latter captured by the rebels, Feb. 14), and subjected to a severe fire of two cotton-clads. The engagement lasted an hour and twenty minutes, casualties 1 killed, 1 wounded, and 7 missing. The enemy lost 2 officers and 33 men killed, and many wounded. The Indianola was surrendered in a sinking condition to a force of 4 vessels, 10 guns, and 1,000 men. The rebels destroyed the armament of their prize, having been frightened by the appearance of a sham monitor sent down from above Vicksburg by Admiral Porter, Feb. 4, 1863.

Ino, Ship, 11 guns. 985 tons. L. 160, B. 34, D. 19. P. C. \$40,000. Has been employed in search of privateers during the war.

Ion, S. W., 0 guns. 230 tons. Receiving ship at Cairo, Ill., 1864.

Iosco, S. W., 10 guns. 974 tons. Built at Boston, 1863-4. Put in commission at Charlestown Navy Yard, April 27, 1864.

Employed in recruiting seamen, May, 1864.

Iris, S., 2 guns. 159 tons. South Atlantic Squadron.

Iron Age, S., 5 guns. 650 tons. P.

Grounded and destroyed near Lockwood's Folly Inlet, N. C., Jan. 11, 1863.

Iron-clad Raid off Charleston, S. C. The rebel iron-clads Chocura and Palmetto State attacked the Union blockading fleet off Charleston bar, exploding the steam drum of the Mercedita and exploding the steam chests of the Keystone State. The Quaker City and the Augusta were hulled several times by the enemy's

shot. The Memphis was injured in her rigging and spars, while the Housatonic was not damaged. One of her shot took effect on the pilot-house of one of the iron-clads, doing considerable damage to it. The casualties in the Union fleet were large. One quarter of the crew of the Keystone State were killed and wounded—20 killed and 20 wounded. The Mercedita had 3 killed and 4 wounded. The Mercedita was forced to surrender, but owing to a variety of circumstances the rebels were not able to take her in as a prize. They paroled the officers and crew, and hurried back to the city amid a shower of shot and shell from the Union fleet, Jan. 31, 1863.

Iron-clad Vessels. The following is a list of the iron-clads of the U. S. Navy, with their guns, tonnage, and their present (May, 1864) location :

Agamenticus, 4 guns. 1,564 tons. Building at Portsmouth.

Atlanta, 4 guns. 1,006 tons. James River flotilla.

Avenger, Ram, 7 guns. 750 tons. Building at New Albany.

Benton, 16 guns. 1,033 tons. Mississippi Squadron.

Camanche, 2 guns. 844 tons. San Francisco.

Canonicus, 2 guns. 1,034 tons. James River flotilla.

Carondelet, 11 guns. 512 tons. Mississippi Squadron.

Casco, 3 guns. 614 tons. Building at East Boston.

Catawba, 2 guns. 1,034 tons. Building at Cincinnati.

Catskill, 3 guns. 844 tons. S. Atlantic Squadron.

Chickasaw, 2 guns. 970 tons. Building at St. Louis.

Chillicothe, 3 guns. 203 tons. Mississippi Squadron.

Chimo, 2 guns. 614 tons. At South Boston.

Cincinnati, 13 guns. 512 tons. Mississippi Squadron.

Cohoes, 2 guns. 614 tons. Building at Greenpoint.

Dictator, 2 guns. 3,033 tons. Building at New York.

Dunderberg, 10 guns. 5,090 tons. Building at New York.

Eastport, 8 guns. 800 tons. Mississippi Squadron.

Essex, 2 guns. 614 tons. Mississippi Squadron.

Etlah, 2 guns. 614 tons. Building at St. Louis.

Galena, 14 guns. 738 tons. Off Mobile.

Kalamazoo, 4 guns. 3,200 tons. Building at Brooklyn.

Kickapoo, 4 guns. 970 tons. Building at St. Louis.

Klamath, 2 guns. 614 tons. Building at Cincinnati.

Koka, 2 guns. 614 tons. Building at Camden.

Lehigh, 2 guns. 844 tons. S. Atlantic Squadron.

Louisville, 13 guns. 527 tons. Mississippi Squadron.

Mahopac, 2 guns. 1,034 tons. Building at Jersey City.

Manayunk, 2 guns. 1,034 tons. Building at Pittsburgh.

Manhattan, 2 guns. 1,034 tons. Brooklyn Navy Yard.

Marietta, 2 guns. 479 tons. Building at Pittsburgh.

Miantonomah, 4 guns. 1,514 tons. Building at Brooklyn.

Milwaukie, 4 guns. 970 tons. Building at St. Louis.

Modoc, 2 guns. 614 tons. Building at New York.

Monadnock, 4 guns. 1,564 tons. Building at Philadelphia.

Montauk, 4 guns. 844 tons. S. Atlantic Squadron.

Mound City, 14 guns. 512 tons. Mississippi Squadron.

Nahant, 2 guns. 844 tons. S. Atlantic Squadron.

Nantucket, 2 guns. 844 tons. S. Atlantic Squadron.

Napa, 2 guns. 614 tons. Building at Washington.

Naubuc, 2 guns. 614 tons. Building at Williamsburg.

Nausett, 2 guns. 614 tons. Building at East Boston.

- Neosho, 2 guns. 523 tons. Mississippi Squadron.
New Ironsides, 20 guns. 3,486 tons. S. Atlantic Squadron.
Oneota, 2 guns. 1,034 tons. Building at Cincinnati.
Onondaga, 4 guns. 1,250 tons. James River flotilla.
Osage, 2 guns. 523 tons. Mississippi Squadron.
Ozark, 2 guns. 478 tons. Mississippi Squadron.
Passaconoway, 4 guns. 3,200 tons. Building at Portsmouth.
Passaic, 2 guns. 844 tons. S. Atlantic Squadron.
Patapsco, 2 guns. 844 tons. S. Atlantic Squadron.
Pittsburg, 14 guns. 512 tons. Mississippi Squadron.
Puritan, 4 guns. 3,265 tons. Building at Greenpoint.
Quinsigamond, 4 guns. 3,200 tons. Building at Boston.
Roanoke, 6 guns. 3,435 tons. N. Atlantic Squadron.
Sandusky, 2 guns. 479 tons. Building at Pittsburg.
Sangamon, 2 guns. 814 tons. S. Atlantic Squadron.
Saugus, 2 guns. 1,034 tons. James River flotilla.
Shakamaxon, 4 guns. 3,200 tons. Building at Philadelphia.
Shawnee, 2 guns. 614 tons. Building at East Boston.
Shiloh, 2 guns. 614 tons. Building at St. Louis.
Squando, 2 guns. 614 tons. Building at East Boston.
Suncook, 2 guns. 614 tons. Building at South Boston.
Tecumseh, 2 guns. 1,034 tons. James River flotilla.
Tippecanoe, 2 guns. 1,034 tons. Building at Cincinnati.

Tonawanda, 4 guns. 1,653 tons. Building at Philadelphia.

Tuscumbia, 5 guns. 585 tons. Mississippi Squadron.

Umpqua, 2 guns. 614 tons. Building at Pittsburg.

Vindicator, Ram, 4 guns. 780 tons. Building at New Albany.

Wassuc, 2 guns. 614 tons. Building at Portland.

Warsaw, 2 guns. 614 tons. Building at Baltimore.

Winnebago, 4 guns. 970 tons. Building at St. Louis.

Yazoo, 2 guns. 614 tons. Building at Philadelphia.

Yuma, 2 guns. 614 tons. Building at Cincinnati.

Total, 325 guns, 86,474 tons.

Ironsides, Jr., Bark, 2 guns. 200 tons. Store vessel, South Atlantic Squadron.

Iroquois, S., 9 guns. 1,016 tons. Built at Brooklyn Navy Yard, 1858.

Search of the privateer *Sumter*, 1861.

Arrived at New York, Dec. 12, 1861.

Refitted and sent to West Gulf Squadron, Feb., 1862.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Demands the surrender of Baton Rouge, La., and hoists the stars and stripes over the arsenal at that place, May 8, 1862.

Accepts the surrender of Natchez, Miss., May 12, 1862.

Attacks the batteries at Grand Gulf, Miss., June 10, 1862.

Passes above the Vicksburg batteries, June 28, 1862.

Passes below the Vicksburg batteries, July 15, 1862.

Returns to New York for repairs and sails, 1863.

Captures the blockade runner *Merrimac*, July 25, 1863.

Aided by the Mount Vernon and James Adger, cuts out from under the New River Inlet forts the blockade runner Kate, and tows her a prize to Beaufort, N. C., Aug. 1, 1863.

Isaac Smith, S., 9 guns. 453 tons. L. 171, B. 31, D. 9. P. C. \$50,000.

At Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

Savannah River expedition [see Savannah^{*} River], Jan. 28, 1862.

At the capture of Fernandina [see Fernandina, Fla.], March 4, 1862.

Captured in the Stono River after having been subjected to a terrible cross fire from rebel batteries near Legareville, S. C. During the action she had 8 men killed and 17 wounded. The vessel was fought nobly, and could not be extricated from her position, as she was hard and fast aground, Jan. 30, 1863.

Was taken to Charleston and called the "Confederate gunboat Stono." Subsequently her armament was taken out, and she was loaded with cotton and attempted to run the blockade. She was discovered and sunk by the Union gunboats, June 5, 1863.

Isilda, Sloop. Sold at Key West, Fla., 1863.

Island Belle, S. W., 2 guns. 123 tons. L. 100, B. 20, D. 6. P. C. \$14,000.

Grounded in the Appomattox River, Va., and burned to prevent falling into the hands of enemy, June, 1862.

Island "No. 10" attacked by the gunboats and mortar vessels of Flag Officer A. H. Foote, March 16, 1862.

Battery "No. 1" captured by a boat expedition from the naval flotilla, April 1, 1862.

Surrendered to the naval forces after a siege of twenty-three days, April 8, 1862.

Itasca, S., 4 guns. 507 tons. Built at Philadelphia by Hillman & Streaker, engines by I. P. Morris & Co. Launched, Oct. 1, 1861.

Removes the obstructions in the river below Fort Jackson, Aug. 23, 1862.

Attacks, and while endeavoring to pass Forts Jackson and St. Philip receives a shot in her boiler, and is obliged to withdraw from action, April 24, 1862.

Engages batteries at Grand Gulf, Miss., June 9, 1862.

Attacked at Donaldsonville, Oct. 4, 1862.

Arrived at Philadelphia, Aug. 26, 1863.

Sailed, Dec. 26, 1863.

Shells a large steamer under the guns of Fort Morgan, Jan. 9, 1864.

Iuka, S., 4 guns. 940 tons. L. 210, B. 31, D. 18. P. Name changed from Swamp Angel. Built by J. C. Mallory at Mystic, Ct., engines by the Delamater Iron Works, N. Y.

Ivy, S. W., 2 guns. — tons. Mississippi Squadron. Runs the Vicksburg batteries [see Admiral Porter's fleet], April 16, 1863.

At the capture of Fort De Russy, May 9, 1863.

J.

Jacob Bell, S. W., 5 guns. 229 tons. L. 114, B. 21, D. 8. P. C. \$12,000.

Shells and destroys several houses near Freestone Point, Va., on the Potomac River, Dec. 9, 1861.

Engages a rebel battery at Watkin's Bluff on the James River, Va., June 20, 1862.

Attacked while at anchor near Pratt's Landing on the Potomac River, Dec. 4, 1862.

James Adger, S. W., 9 guns. 1,151 tons. L. 215, B. 33, D. 21. P. C. \$85,000.

Tows the Montauk to Ossibaw Sound, Jan. 28, 1863.

At the capture of Fernandina [see Fernandina, Fla.], March 4, 1862.

Aided by the Mount Vernon and Iroquois, cuts out the blockade runner Kate from under the guns of New Inlet batteries, Aug. 1, 1863.

Shells the hull of the blockade runner Hebe to destroy it. The fire of the batteries was rapid and remarkably accurate, and at 10 o'clock the James Adger withdrew, having fired 163 projectiles into the wreck, Aug. 23, 1863.

Captures the Cornubia, B. R., Nov. 8, 1863.

Captures the R. E. Lee, B. R., Nov. 9, 1863.

James L. Davis, Bark, 4 guns. 461 tons. L. 133, B. 30, D. 12. P. C. \$23,900.

Attached to the Gulf Squadron during the war.

James River Operations. The Matanza, Wachusett, Chocura, Sebago, Corwin (Coast survey), Marblehead, Currituck, and iron-clad Galena, acted as a cover to McClellan's evacuation of Harrison's Landing, and kept the Confederate troops at bay while the Union forces embarked, May 7, 1862.

James S. Chambers, Bark, 6 guns. 401 tons. L. 124, B. 29, D. 12. P. C. \$17,000.

Employed on the blockade during the war.

Jamestown, Sloop of war, 22 guns. 985 tons. Built at the Gosport Navy Yard, 1844.

Now in East Indies and Japan, 1864.

Jasmine, S., 2 guns. 122 tons. Tender to the Pensacola Navy Yard.

Java, S., 20 guns. 2,200 tons. Hull not commenced, engine contracted for in 1863.

J. C. Kuhn, Bark, 4 guns. 888 tons. L. 153, B. 35, D. 18. P. C. \$32,000.

Employed as a store and coal ship, West Gulf Squadron.

J. N. Seymour, S. W., 2 guns. 133 tons. L. 102, B. 20, D. 7. P. C. \$18,000.

At the attack and capture of Roanoke Island [see Roanoke Island], Feb. 7, 1862.

Elizabeth City, N. C. [see Elizabeth City], Feb. 10, 1862.

On the Neuse River expedition, Dec. 12, 1862.

Aids in the relief of Washington, N. C. [see Washington, N. C.], April 3, 1863.

John Adams, Sloop of war, 8 guns. 700 tons. Rebuilt at Gosport, 1831.

Attached to the Naval Academy until the close of 1863, when she was sent to Port Royal as an ordnance vessel.

John Griffith, Schooner, 2 guns, 1 mortar. 246 tons. L. 113, B. 28, D. 8. P. C. \$8,000.

One of the Porter mortar flotilla [see New Orleans], April, 1862.

John Hantock, S., 1 gun. 382 tons. Built at Charlestown Navy Yard, 1850.

At the Mare Island Navy Yard, San Francisco, Cal., 1861-4.

John L. Lockwood, S. W., 3 guns. 180 tons. P. C. \$16,000.

At Elizabeth City [see Elizabeth City, N. C.], Feb. 10, 1862.

On a reconnoissance to Edenton, N. C., Feb. 12, 1862.
Winton, N. C. [see Winton, N. C.], Feb. 19, 1862.

At Newbern, N. C. [see Newbern], March 14, 1862.

On the Neuse River expedition, Dec. 12, 1862.

Started from Newbern for the relief of Washington, N. C., which was invested by the rebels for eighteen days, April 2, 1863.

John P. Jackson, S. W., 6 guns. 777 tons. L. 192, B. 33, D. 12. P. C. \$60,000.

Assists in the capture of Boloxi, Miss., April 2, 1862.
Engages the rebel steamers Oregon, Pamlico, and Carondelet near Pass Christian, Miss. The action lasted one hour and a half, when the enemy retired, April 4, 1862.

One of the steam division of Porter's mortar flotilla [see New Orleans], April 16 to 24, 1862.

Attacks the batteries at Vicksburg, June 28, 1862.

Jouquil, S., 2 guns. 90 tons. S. A. Squadron.

Judge Torrence, S. W., 1 gun. 700 tons. Armed navy transport of the Mississippi Squadron.

Julia, Sloop, 0 guns. 10 tons. East Gulf Squadron.

Juliet, S. W., 6 guns. 157 tons. Mississippi Squadron.
Yazoo River expedition [see Yazoo batteries], Dec. 29, 1862.

Juniata, S., 9 guns. 1,240 tons. L. 205, B. 38, D. $16\frac{1}{12}$.
Built at the Philadelphia Navy Yard, engines by Pusey, Jones & Co., Wilmington, Del. Launched, March, 1862.

Special service in the West Indies, 1862-3.

Leaves Havana in pursuit of the Nita, B. R., Aug. 12, 1863.

Cruising in the West Indies, 1863.

Arrives at New York, Dec. 2, 1863.

K.

Kalamazoo, Iron-clad, 4 guns. 3,200 tons. Building at the Brooklyn Navy Yard, 1864.

Kanawha, S., 4 guns. 507 tons. Built by E. G. and W. H. Goodspeed at Haddam, Ct., engines by Pacific Iron Works, Bridgeport, Ct., 1861.

Employed in the Gulf service since she went into commission.

Kansas, S., 8 guns. 593 tons. Built at the Philadelphia Navy Yard, engines were found on board of the Princess Royal, B. R.

Launched, Sept. 29, 1863.

Katahdin, S., 7 guns. 507 tons. Built at Bath, Me., by Lavaber & Allen, engines by Morgan Iron Works, N. Y. Launched, Oct. 11, 1861.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Attacks but did not pass the Vicksburg batteries.

She was under fire over three hours, June 28, 1862.

Attacked by rebel batteries at Baton Rouge, Aug. 5, 1862.

Kearsarge, S., 8 guns. 1,031 tons. Built at the Portsmouth Navy Yard, N. H., engines by Woodruff & Beach, Hartford, Ct., 1862.

On special service in European waters, 1862-4.

At Cork, Ireland, Nov. 4, 1863.

[While this work was in course of publication the fight between the Kearsarge and Alabama took place, and we have deemed it but just to our navy and the gallant officers who so nobly fought the Kearsarge to insert it, although our record is supposed to close on the 1st of May, 1864.—B. S. O.]

The Kearsarge, under the command of Captain John Winslow, is a steam sloop of war of the third class, carrying one hundred and sixty-three officers and men, and seven guns of the following description and calibre: two 11-inch Dahlgrens, one rifle 32-pounder, and four broadside 32s.

The Alabama was a larger vessel, but of about the same tonnage, and carried eight guns—one a 100-pounder rifle, one 68, and six 32s.

The Alabama reached Cherbourg on Saturday, the 11th of June, from Cape Town, with thirty prisoners, the crews of two American merchant vessels which she had captured and destroyed on the passage, and which she landed immediately upon arriving. She entered the harbor ostensibly for the purpose of making repairs, and it was generally supposed that she was in an unseaworthy condition.

The Kearsarge arrived off Cherbourg on the 14th of June. Since last March she has been cruising in and about the Channel, looking more particularly for the Rappahannock than for anything else. She lay for some time last winter in Brest, watching the Florida.

The Kearsarge, since her arrival off the port, has never been inside until after the battle, having been lying off and on at a distance of from three to seven miles of the coast.

The fight took place on Sunday, the 19th. On the 15th, the day after the arrival of the Kearsarge off the port, Captain Winslow received from Mr. Liais, the consular agent of the United States there, a note containing an extract from a letter written by the rebel agent at Cherbourg, and purporting to quote from a letter of Captain Semmes to the rebel agent. Captain Semmes stated that he considered

the presence of the Kearsarge in the vicinity of the port an insult to him and the rebel flag ; that he was desirous of doing so and intended giving her a fight, and “ begged that the Kearsarge would remain off the port, where he hoped not to detain her long—no longer than to-morrow or next day at farthest.”

To this boasting irony of course Captain Winslow made no reply, but prepared his ship for the coming combat. Captain Semmes, however, did detain him two days longer than he promised. It would probably have been better for Captain Semmes and his vessel had he even “ waited a little longer.”

Nothing more was heard of the Alabama until Sunday morning, the Kearsarge in the meantime continuing her cruise off the port.

A little after ten o'clock on this beautiful, bright, sunshiny Sabbath morning, the Kearsarge then lying about four miles off the port, the Alabama was discovered steaming towards her through what is known as the “ eastern passage.” The men were immediately beat to quarters, and every man sprang to his place, eager for the commencement of the fray.

In order to put beyond a shadow of a doubt any question about a violation of neutral territory, Captain Winslow, immediately upon discovering the Alabama, headed his vessel out to sea, and steamed away from the port until he had reached a distance of about seven miles, the Alabama following in her wake at a distance of a mile and a half, the rebel flag, so soon to be struck, flaunting sanely in the breeze of morning.

After reaching an offing of about seven miles, the

Kearsarge slackened speed and turned her port side toward the Alabama slowly, allowing the latter to approach her. While bringing her port side to bear upon the Alabama, for the purpose of fighting the battle on that side, the Kearsarge, reserving her fire, and a deathlike silence prevailing on board, permitted the Alabama to approach within a distance of twelve hundred yards. The Kearsarge had five guns with which she fought the battle, mounted on the port side, her crew not being sufficiently large to work the whole seven guns upon one side.

When the Alabama had arrived within the distance above mentioned, she opened the combat with a broadside fired at the Kearsarge. The Alabama fought seven of her guns, two more than were used by the Kearsarge, and also on her starboard side. None of the shots struck the Kearsarge, one or two passing over, and the rest falling short. The reverberations of the cannon and the wicked, whizzing sound which the shot made in passing through the air, however, excited the men, who were anxious to return shot for shot.

Captain Winslow, however, deemed it wise to allow his antagonist, evidently flushed with the hope of a speedy and an easy victory, to approach still nearer.

The Alabama, still approaching slowly, fired a second and a third broadside, none of the shots, however, taking effect, before the Kearsarge returned a shot. When the proper distance seemed to be obtained Captain Winslow opened his batteries upon the rebel, and poured broadside after broadside into her as rapidly as the gunners could load and fire.

After the Kearsarge opened her batteries upon the

Alabama, a rapid and continuous fire was kept up from both sides. Each vessel of course kept her steam up, and each was sailing in a circle in a direction opposite to the other, keeping the starboard battery bearing upon her antagonist.

Spectators describe the manœuvring of both the vessels as beautiful. They continued approaching each other until, towards the end of the fight, a distance of but about five hundred yards separated them.

The Alabama fired much more frequently than the Kearsarge, and wasted a great deal more powder and ball. Generally her shots were evidently badly aimed, wild and high. Evidently her forte was to attack and awe into surrender unarmed merchant vessels; but from the first the firing from her showed that she was not competent to grapple with the trained and disciplined crew of a vessel of war.

Many of the shots struck and cut the rigging of the Kearsarge, without inflicting, however, any serious damage—the shrill whistle of every one as it flew over their heads, exciting the crew of the Kearsarge and rendering them more than ever determined to conquer.

The fight commenced at twenty minutes past ten o'clock, and lasted just one hour and five minutes. During this time four shots lodged in the hull of the Kearsarge.

Eight shots in all struck her hull. One rifle shot passed entirely through her smokestack; another rifle shell through the starboard side, below the main rigging, near the shear plank, bursting and wounding three men, causing the only casualties to the crew of the Kearsarge during the fight.

One of these, a man named Dempsey, had his arm taken off, and the others received fractures of the legs. Another rifle shell struck under the stern and lodged in the rudder post without exploding; another carried away the starboard life buoy; another scratched the hammock netting aft.

Three 32-pounders passed the port side, opposite the wardroom hatch. Another carried away one of the cranes over the wardroom hatch, and, taking a slanting direction upward, passed through the bottom of the cutter on the port side. Another rifle shot struck the top of the engine room skylight, cutting clear across it like a saw, and finally passed through the skylight window. Several struck the starboard light; but their force was broken by chains hung on the side to cover and protect the boilers. These, therefore, caused no damage. Shots were continually whizzing through the rigging like hailstones, and it seems almost a miracle that more casualties did not occur.

The first shot noticed as producing any effect upon the Alabama struck her amidships, but in her upper works, making a perceptible gap, but doing little or no serious damage. About half way through the fight an 11-inch shell exploded on the Alabama's deck, near one of the divisions, killing fifteen out of the nineteen men, and scattering bones and flesh in all directions, and cutting one man entirely in two.

One of the Alabama's crew says the scuppers literally "ran blood." Third Lieutenant Wilson, also, taken prisoner, says he was knocked down four times, but escaped without a wound.

From the deck of the Kearsarge it could be plainly seen that her effective and destructive fire was se-

riously injuring the Alabama, and as each shot struck her side loud cheers went up from the crew of the Kearsarge, more than ever enthusiastic by a speedy prospect of success. During the entire fight the men (whose first baptism with fire this was) acted with the greatest coolness and determined courage, not a single one of them showing the "white feather."

One hundred and seventy-four rounds were fired during the fight from the Kearsarge, and it is computed that the Alabama fired at least twice that number.

At a quarter past eleven it was observed that Captain Semmes had altered his opinion in relation to the prowess and skill of his Yankee antagonist, and arrived at the conclusion that "discretion was the better part of valor;" had, in short, as our amiable President once elegantly expressed it, decided to "turn tail and run." He veered round and commenced steaming in the direction of the French coast, evidently desirous of placing himself as speedily as possible within the limits of the "marine league" which marks the boundary between French territory and the common ocean.

The Kearsarge immediately followed, the Alabama continuing to fire her stern gun. Finding that the speed of the Kearsarge, who was rapidly gaining on her, was superior to hers, the Alabama slackened speed, and it was reported that she had struck her flag and seemed to be settling; but her boats were not lowered, because, as was afterward learned, they had been shattered by the shot from the Kearsarge. No white flag being seen from the Kearsarge, she delivered another final broadside, which did more damage than all the previous ones.

The white flag was then run up from the Alabama, and a boat from her approached the Kearsarge.

The firing then finally ceased. The boat was under the command of an English officer, belonging to the Alabama, who informed Captain Winslow that the latter was in a sinking condition, and asked for boats to rescue the men.

All the available boats of the Kearsarge were now lowered and manned ; but before a single one could reach her, the Alabama went down—down clear and straight to the bottom of the ocean. She was at this time about six miles outside the port, and about five hundred yards distant from the Kearsarge.

The men, as she was sinking, jumped overboard. Many were doubtless drowned—how many is not yet known.

She had about the same sized crew as the Kearsarge, and seventy were all that were saved by the available boats of the Alabama and taken from the water by those of the Kearsarge. Fifteen of those they saved were wounded. Two of these died after being rescued, and the carpenter of the Alabama, one Robinson, was picked up dead and perfectly naked.

A new character now appeared upon the scene. An English yacht steamer belonging to the Royal Yacht Squadron, named the Deerhound, and owned by a gentleman in Liverpool, came in sight of the Kearsarge immediately upon the disappearance of the Alabama. It seems she had been at anchor during the early part of the action ; but towards its close weighed anchor and steamed away outside of the Kearsarge, afterward passing under her stern. Captain Winslow hailed her and asked her

assistance in rescuing the drowning men of the Alabama. She proceeded toward them, lowered her boats, which were seen to pick up a few men, and then, without approaching the Kearsarge again, steamed away, and, spreading her canvass, headed toward the English coast. Among others rescued by her were two English officers who came on board the Kearsarge to surrender the Alabama, and several other officers who had been permitted to leave with their boats to rescue their own crew, but who it appears deserted them and sought refuge on board their English tender. It is generally supposed that Captain Semmes escaped in this yacht, although among the officers of the Kearsarge this is by no means considered positive.

One of the men taken prisoner asserts that the last he saw of the Captain, just before the ship went down, he was going down into his cabin, while another asserts that he saw him alongside of him in the water. It is proven that Mr. Kell, the first lieutenant and executive officer of the Alabama, did escape in one of the boats of the Deerhound.

It has since been stated, and it is believed, that the yacht, which had been two days in port, was alongside the Alabama shortly before her departure, and that Captain Semmes put on board of her his chronometer and other articles of value. It is thought she might have saved a dozen men altogether. These, in good faith and legally, should have been delivered to Captain Winslow. When they were taken the Alabama had struck her flag and surrendered, and these men were legitimately prisoners. Captain Winslow would have been perfectly justified in firing into the yacht. It is probable they had remained at Cherbourg expressly for the

purpose of aiding in the escape of Semmes in case, as he did, he should get the worst of the fight. Another instance of the fair and honorable dealing of "*perfidé Albion*."

A few scattering men were picked up by some French pilot and fishing boats, and taken into Cherbourg. After saving all the men she could find, the Kearsarge took a pilot and came into Cherbourg, arriving there about two o'clock, without, it is believed, any serious damages.

CAPTAIN WINSLOW'S REPORTS.

UNITED STATES STEAMER KEARSARGE, June 19—P. M.

SIR,—I have the honor to inform the department that the day subsequent to the arrival of the Kearsarge off this port on the 14th instant, I received a note from Captain Semmes, begging that the Kearsarge would not depart as he intended to fight her, and would not delay her but a day or two.

According to this notice the Alabama left the port of Cherbourg this morning at about half-past nine o'clock.

At twenty minutes past ten A. M. we discovered her steering towards us. Fearing the question of jurisdiction might arise, we steamed to sea until a distance of six or seven miles was obtained from the Cherbourg breakwater, when we rounded to and commenced steering for the Alabama.

As we approached her within about twelve hundred yards she opened fire, we receiving two or three broadsides before a shot was returned.

The action continued, the respective steamers making a circle round and round, at a distance of about nine hundred yards from each other.

At the expiration of an hour the Alabama struck, going down in about twenty minutes afterwards and carrying many persons with her.

It affords me great gratification to announce to the department that every officer and man did his duty, exhibiting a degree of coolness and fortitude which gave promise at the outset of certain victory. I have the honor to be, most respectfully, your obedient servant,

JOHN A. WINSLOW, Captain.

HON. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER KEARSARGE,
CHERBOURG, France, June 20, 1864.

SIR,—I inclose herewith the surgeon's report of the casualties on board this vessel in the late action with the Alabama.

Although we received some twenty-five or thirty shots, twelve or thirteen taking effect in the hull, by the mercy of God we have been spared the loss of any of our lives, whereas in the case of the Alabama the carnage, I learn, was dreadful.

The ships were about equal in match, the tonnage being the same, the Alabama carrying a 100-pounder rifle, with one heavy 68-pounder and six broadside 32-pounders, the Kearsarge carrying four broadside 32-pounders, two 11-inch and one 28-pounder rifle—one gun less than the Alabama.

The only shot which I fear will give us any trouble is a 100-pounder rifle-shell which entered our stern post and remains at present unexploded.

It would seem almost invidious to particularize the conduct of any one man or officer, in which all had

done their duty with a fortitude and coolness which can not be too well praised ; but I feel it due to my executive officer, Lieutenant Commander Thornton, who superintended the working of the battery, to particularly mention him for an example of coolness and encouragement to the men while fighting, which contributed much towards the success of the action. I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW, Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

REPORT OF THE SURGEON OF THE KEARSARGE.

Surgeon Browne reports :—

John W. Dempsey, quarter gunner, has had an arm amputated, owing to a fracture.

William Gwin and James Macbeth, ordinary seamen, severely wounded.

Kennebec, S., 5 guns. 507 tons. Built at Thomaston, Me., by G. W. Lawrence, engines by Novelty Iron Works, N. Y., 1861.

Attacks Forts Jackson and St. Philip, but fouling in obstructions, did not pass by, April 24, 1862.

Attacks, but did not pass the Vicksburg batteries, June 28, 1862.

Shells a large steamer aground under the guns of Fort Morgan, Jan. 9, 1864.

Kensington, S., 4 guns. 1,052 tons. P.

Attacked by rebel batteries at Ellis' Cliff, June 25, 1862.

At the capture of Sabine Pass, Texas, Sept. 25, 1862.
Destroys the railroad bridge, the barracks, and two
schooners at Taylor's Bayou, Oct. 14, 1862.

Kenwood, S. W., 6 guns. 232 tons. Mississippi Squadron.

At Yazoo City [see Yazoo City], July 18, 1863.

At Morganzia, Sept. 30, 1863.

Keosauqua, S., 8 guns. 2,200 tons. Hull not commenced,
engines contracted for in 1863.

Keokuk, Iron-clad, 2 guns. 2 turrets. 677 tons. Built
by J. S. Underhill at the Dry Dock Iron Works,
N. Y., for C. W. Whitney, Esq. Launched, Dec.
6, 1862.

In the attack upon Fort Sumter she was struck ninety
times. Nineteen shots pierced her through at the
water line. In short, the vessel was completely
riddled [see Fort Sumter], April 7, 1863.

Sunk off Charleston Bar, at 7.30 A. M., nothing being
seen after she went down but her smoke stack,
April 8, 1862.

Kewaydin, S., 20 guns. 2,200 tons. Hull not commenced,
engines contracted for in 1863.

Keystone State, S. W., 13 guns. 1,364 tons. L. 222, B.
32, D. 17. P. C. \$125,000.

At the capture of Fernandina [see Fernandina, Fla.],
March 4, 1862.

Attacked by two rebel iron-clads off Charleston Bar,
S. C., at 4.30 A. M. She was set on fire by their
shells. Her steam chests exploded, killing 20 men
and wounding 20 others. At the time of the acci-

dent the Keystone State had on a full head of steam, and was running at full speed to run down one of the rebel vessels [see Iron-clad Raid off Charleston, S. C.], Jan. 31, 1863.

Repaired at Philadelphia and sailed, Oct. 27, 1863.

Key West, S. W., 9 guns. 207 tons. P. Mississippi Squadron.

Kickapoo, Iron-clad, 4 guns. 970 tons. Building at St. Louis, Mo., 1864.

Kineo, S., 6 guns. 507 tons. Built at Portland, Me., by J. W. Dyer, engines by Morgan Iron Works, N. Y. Launched, Oct 9, 1861.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Attacked by batteries at Baton Rouge, Aug. 5, 1862.

Attacked by rebel battery at Donaldsonville, Oct. 4, 1862.

Attempts the passage of the Port Hudson batteries [see Port Hudson], March 14, 1863.

Aids in repulsing the rebel attack upon Donaldsonville, June 28, 1863.

Kingfisher, Bark, 7 guns. 450 tons. L. 121, B. 28, D. 14. P. C. \$17,000.

Went to pieces in a gale of wind on coast of Florida, March 7, 1864.

King Philip, S. W., 2 guns. 500 tons. Attached to the Washington, D. C., Navy Yard.

Kinsman, Steamer, 4 guns. 400 tons.

Engages a rebel battery and the gunboat "Cotton" near Brashear City, Nov. 1, 1862.

Engages the Confederate gunboat "Cotton" and the batteries in Bayou Teche, Jan. 14, 1863.

Snagged and sunk near Brashear City, Feb. 23, 1863.

Kittatinny, 3-masted Schooner, 6 guns. 421 tons. P. West Gulf Squadron.

A blockader attached to the West Gulf Squadron, 1862-4.

Repaired at and sailed from New York, Aug., 1863.

Klamath, Iron-clad, 2 guns. 614 tons. Built at Cincinnati, Ohio, 1863.

Koka, Iron-clad, 2 guns. 614 tons. Building at Camden, N. J.

Kosciusko, Ram. [See Lancaster.]

L.

Lackawanna, S., 14 guns. 1,533 tons. Built at the New York Navy Yard, engines by the Allaire Iron Works, N. Y. Launched, 1863.

Captures the Neptune, B. R., June 13, 1863.

Captures the Planter, B. R., June 15, 1863.

Ladona, S., 7 guns. 861 tons. Captured while attempting to run the blockade in Ossibaw Sound by the Unadilla, Aug. 4, 1862. Purchased by the Navy Department and converted into a gunboat, 1863.

In the attack upon Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Lafayette, S. W., 8 guns. 1,000 tons. Built at St. Louis. Runs the Vicksburg batteries [see Admiral Porter's fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.
At the capture of Fort De Russy, May 9, 1863.

Lancaster, S., 30 guns. 2,362 tons. Built at Philadelphia, 1858.

Flag ship of the Pacific Squadron, 1861-4.

Lancaster, Ram. Mississippi Squadron.

Ran the Vicksburg batteries at sunrise. Her boilers were exploded, and being an old and rotten vessel, she went to pieces and sunk immediately. Crew saved, May 25, 1863.

Larkspur, S., 2 guns. 125 tons. P. South Atlantic Squadron.

Laurel, S. W., 1 gun. 50 tons. Mississippi Squadron.

Lehigh, Iron-clad, 2 guns. 844 tons. Built at Chester, Pennsylvania.

Launched at Chester, Pa., Jan. 17, 1863.

Experienced a terrible gale at sea, Aug. 26, 1863.

Arrived at Charleston, S. C., Aug. 30, 1863.

Lenapee, S. W., 10 guns. 974 tons. Built at Greenpoint, L. I., 1863.

Launched at Greenpoint, L. I., May 28, 1863.

Leslie, S., 1 gun. 100 tons. P. Tender at the Washington Navy Yard.

Letters of Marque. U. S. naval officers receive instructions to treat all persons sailing under letters of marque from the rebel authorities as pirates, April 21, 1861.

Jeff. Davis orders persons sailing under Confederate letters of marque to make war upon the commerce of the United States, "sink, burn, and destroy," May 23, 1861.

Lexington, S. W., 7 guns. 448 tons.

Attacks Confederate batteries on the Missouri shore, and engages the rebel gunboat Yankee off Hickman, Ky., Sept. 4, 1861.

Attacks a 16-gun battery, the rebel gunboat Yankee, and one gunboat, name unknown, disabling the former, at Lucas Bend, Mo., Sept. 10, 1861.

Engages the rebel batteries three miles above Columbus, Ky., Oct. 7, 1861.

Attacks rebel batteries at Belmont, Mo., Nov. 9, 1861.

Makes a reconnoissance to Columbus, Ky., Jan. 7, 1862.

At the capture of Fort Henry, Feb. 6, 1862.

At Pittsburg Landing, April 6, 1862.

Captures Charles City, Ark., June 17, 1862.

On the Yazoo expedition [see Yazoo batteries], Dec. 29, 1862.

At the capture of Arkansas Post [see Arkansas Post], Jan. 11, 1863.

At Dover, Tenn., Feb. 4, 1863.

At Milliken's Bend [see Milliken's Bend], June 7, 1863.

On the White River [see White River expedition], Aug. 15, 1863.

Lighthouses. The rebels destroy the lights along the coast and in Chesapeake and Roanoke Rivers, April 28, 1861.

Lilac, S., 2 guns. 129 tons. North Atlantic Squadron.

Lilly, S. W., 1 gun. 50 tons. Mississippi Squadron.

Sunk by collision in the Yazoo River, May 3, 1863.

Linden, S. W., 6 guns. 177 tons.

Having a detachment of troops on board, goes up to Mound City, shelling the woods. The troops were

landed and burned several houses in retaliation for the burning of the transport steamers Jacob Mossbrain and Grampus, Jan. 13, 1863.

At Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

At Yazoo City [see Yazoo River expedition], May 21, 1863.

Lioness, Ram. Mississippi Squadron.

On the Yazoo River expedition [see Yazoo batteries], Dec. 29, 1862.

Little Rebel, S. W., 4 guns. 151 tons. Mississippi Squadron.

Captured by the Union flotilla at Memphis, June 6, 1862.

Lizzie, Steamtug. (Chartered.)

From Philadelphia bound to Key West. Put into Nassau, N. P., short of coal. Was refused coal, and it was subsequently ascertained that there was a plot to capture her by a number of Southern desperadoes in Nassau, Feb. 24, 1864.

Louisiana, S., 5 guns. 395 tons. L. 143, B. 27, D. 8. P. C. \$35,000.

Had a sharp conflict at Chincoteague Inlet with the rebels, who attempted to cut off two of her boats which had been sent in to destroy a vessel which was being converted into a privateer, Oct. 5, 1861.

Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City [see Elizabeth City], Feb. 10, 1862.

Makes a reconnoissance to Edenton, N. C., Feb. 12, 1862.

At Winton, N. C. [see Winton, N. C.], Feb. 19, 1862.

At Newbern, N. C. [see Newbern, N. C.], March 14, 1862.

Repulses the rebels at Washington, N. C., Sept. 6, 1862.

Aids the U. S. troops when besieged at Washington, N. C. [see Washington, N. C.], April 1, 1863.

Louisville, Iron-clad, 13 guns. 527 tons.

Attacks Fort Donelson, Feb. 14, 1862.

Engages the rebel gunboats at Fort Pillow, May 10, 1862.

At the capture of Memphis and the destruction of the rebel flotilla, June 6, 1862.

Engages the upper Vicksburg batteries, June 15, 1862.

At Arkansas Post [see Arkansas Post], Jan. 11, 1863.

Runs the Vicksburg batteries [see Admiral Porter's fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.

Lubin, S., 1 gun. 68 tons. P. Tender at the Brooklyn Navy Yard.

M.

Macedonian, Sloop of war, 16 guns. 1,341 tons. Rebuilt at Gosport Navy Yard, 1836.

Is the practice ship for midshipmen at Newport, R. I., 1864.

Mackinaw, S. W., 10 guns. 974 tons. Built at New York Navy Yard.

Launched, April 22, 1863.

Madawaska, S., 10 guns. 3,200 tons. Building at the Brooklyn Navy Yard, 1863-4.

Magnolia, S. W., 5 guns. 843 tons. Was captured, Feb. 19, 1862, off Pass l'Outre by the Brooklyn and others. Condemned and purchased by the Navy Department, and converted into a gunboat, 1862.

Mahaska, S. W., 8 guns. 832 tons. Built at the Portsmouth, N. H., Navy Yard, engines by the Morgan Iron Works, 1862.

Destroys eleven salt works, three schooners, a number of scows and boats, and captures a lighter and twenty-five canoes near Mathew's Court House, Va., Nov. 21, 1862.

Reconnoiters in the vicinity of Mathew's Court House, Va., Dec. 12, 1862.

The attack upon Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Mahopac, Iron-clad, 2 guns. 1,034 tons. Built by Secor & Co., Jersey City, N. J.

Launched, May 17, 1864.

Malvern, S. W., 5 guns. 627 tons. Captured B. R. Name changed from Ellie and Annie. She was a prize to the U. S. S. Nippon, Nov. 9, 1863.

Before she was complete in her outfit the Chesapeake piracy occurred, and she was sent in pursuit of the vessel, and succeeded in capturing her in Mud Cove, N. S. She then took her prize to Halifax, N. S., and turned her over to the British authorities, Dec., 1863.

Put in commission at Boston, Feb. 9, 1864.

Flag ship Admiral Lee's flotilla, James River, May, 1864.

Manayunk, Iron-clad, 2 guns. 1,034 tons. Building at Pittsburg.

Manhattan, Iron-clad, 2 guns. 1,034 tons. Built by Secor & Co., Jersey City, N. J., and launched Oct. 14, 1863.

Manitou, S., 8 guns. 2,200 tons. Hull not commenced, engines contracted for in 1863.

Manitou, Steamer, 2 guns. Mississippi Squadron.

With Rattler, captures the rebel steamer Louisville in Little River, July, 1863.

Maratanza, S. W., 6 guns. 786 tons. Built at the Boston Navy Yard, engines by Harrison Loring, Boston, 1861-2.

Attacks Fort Darling, James River, Va. [see Fort Darling], May 15, 1862.

Sends a boat expedition to Merrill's Inlet, S. C., May 3, 1863.

Marblehead, S., 6 guns. 507 tons. Built at Newburyport, Mass., by G. W. Jackman, Jr., engines by Highland Iron Works, Newburg, N. Y., 1861.

Launched, Oct. 18, 1861.

Arrived at Old Point Comfort, March 22, 1862.

On the Pocotaligo expedition, Oct. 22, 1862.

Accompanied the iron-clad Passaic on a reconnoissance to Thunderbolt battery, Ga., Feb. 1, 1863.

Attacked by rebels near Fort Trumbull, Stono River, S. C., July 16, 1863.

Arrived at Brooklyn Navy Yard, Jan. 22, 1864.

Maria, S., 2 guns. 170 tons. Building at New York, 1864.

Maria J. Carlton, Schooner, 2 guns, 1 mortar. 178 tons. L. 98, B. 27, D. 7. P. C. \$7,200. 1861.

One of Porter's mortar flotilla [see New Orleans], April, 1862.

Sunk while bombarding Forts Jackson and St. Philip by a 10-inch shot from Fort Jackson, April 19, 1862.

Marietta, Iron-clad, 2 guns. 479 tons. Building at Pittsburg, Pa., 1864.

Marigold, S., 2 guns. 115 tons. P. East Gulf Squadron.

Marine Brigade, organized by Brigadier General A. W. Ellet, who commanded the flotilla in the flag ship Autocrat. It was employed as a marine infantry and artillery, acting either on shore or on the rivers, 1862-3.

Left Greenville, Miss., for the Tennessee River, April 5, 1863.

Departed from Cairo, Ill., April 14, 1863.

Attacked by 700 rebels and 2 pieces of cannon under Colonel Woodward near Duck River. The enemy supposed them to be unarmed transports, and after a sharp engagement they fled, April 26, 1863.

Left the Tennessee River, having inflicted much damage on the enemy, destroying numbers of flat and ferry boats, May 7, 1863.

Arrived at Cairo, May 8, 1863.

Left Cairo, May 16, 1863.

Arrived in time to engage the enemy, who had surrounded the U. S. troops under Major Hubbard, and drove them off and burned the town of Austin, May 22, 1863.

Departed from Helena, May 26, 1863.

Arrived at Vicksburg, May 29, 1863.

Destroys a rebel steam foundry at Vicksburg by erecting a battery opposite the city and keeping up a steady fire upon it, June 23 to July 2, 1863.

The following is a list of steamers in the Mississippi Marine Brigade, Brigadier-General Alfred W. Ellet commanding :

Autocrat, Captain J. R. Crandell.

Adams, Lieutenant-Colonel G. E. Currie.

Baltic, Major J. J. Falliday.

Diana, Colonel Charles R. Ellet.

Fairchild, Captain J. C. Brooks.

John Raine, Major J. M. Hubbard.

Woodford, hospital ship, Dr. James Roberts.

Marine Corps. A battalion under Major J. G. Reynolds participated in the battle of Bull Run, July 21, 1861.

A battalion at the capture of Port Royal, Nov. 7, 1862.

At Fort Sumter operations, 1863.

Marion, Sloop of war, 8 guns. 566 tons. Built at the Charlestown Navy Yard, 1839.

Attached to the Naval Academy, Newport, R. I., 1862-4.

Marmora, S. W., 8 guns. 207 tons. Mississippi Squadron.

In White River [see White River expedition], Aug. 15, 1863.

Mary Sanford, S., 3 guns. 757 tons. P. 1863. South Atlantic Squadron.

Mason and Slidell, rebel ministers to England and France. Ran the blockade in the rebel steamer *Theodora* from Charleston, S. C., Oct. 12, 1861.

Formally received at Havana, Cuba, Oct. 24, 1861.

Removed from the British mail steamer *Trent* by order of Captain Wilkes of the *San Jacinto*, Nov. 8, 1861.

Placed in Fort Warren, Boston harbor, Dec., 1861.

Released from Fort Warren and embarked on board of H. B. M. steamer *Rinaldo*, Jan. 2, 1862.

Arrived in England and received very coldly by the authorities and people, Jan. 29, 1862.

Massachusetts, S., 5 guns. 1,155 tons. L. 219, B. 33, D. 25. P. C. \$172,500.

Bombards Fort Twiggs on Ship Island, Miss., July 9, 1861.

Engages the rebel steamer *Florida* in Mississippi Sound and drives her off, Oct. 19, 1861.

Supply steamer, South Atlantic Squadron, 1863-4.

Massasoit, S. W., 10 guns. 974 tons. Built at Boston, 1863.

Mattabesett, S. W., 10 guns. 974 tons. Built at New York, 1863-4.

Pnt in commission, April, 1864.

Sailed from New York as convoy to the *Onondaga*, April 25, 1864.

Matthew Vassar, Schooner, 3 guns. 182 tons. L. 93, B. 27, D. 8. P. C. \$7,500.

One of the Porter mortar flotilla [see *New Orleans*], April, 1862.

Attached to the Potomac flotilla, 1863-4.

Maumee, S., 5 guns. 593 tons. Built at New York.

Mayflower, S., 2 guns. 350 tons. Building at Boston.

Memphis, S., 7 guns. 791 tons. B. R. Captured at sea by the gunboat *Magnolia*, July 31, 1863.

Purchased by the Navy Department and converted into a gunboat, 1863.

Attacks the rebel iron-clad rams off Charleston Bar, S. C. [see *Iron-clad Raid off Charleston, S. C.*], June 31, 1863.

Memphis, Tenn. Shelby Co, is situated on an elevated bluff on the left bank of the Mississippi River, at the head of ship navigation, immediately below the mouth of the Wolf River. It is built on the site of Fort Assumption. It is 790 miles, by course of the river, from New Orleans, and 240 miles below the junction of the Mississippi and Ohio Rivers. It was protected by batteries and the rebel gunboats *General Beuregard* (blown up), *Little Rebel* (captured), *Van Dorn*

(escaped), General Lovell (sunk), Jeff. Thompson (blown up), General S. Price (captured), Sumter (captured), and General Bragg (captured). The Union flotilla which captured Memphis and engaged the rebel flotilla and used it up, consisted of the gunboats Benton (flag ship), Louisville, Carondelet, Cairo, St. Louis, rams Queen of the West, Monarch, and Lancaster No. 3, June 6, 1862.

Mendota, S. W., 10 guns. 974 tons. Built at New York. Launched, Jan. 31, 1863.

Mercidita, S., 9 guns. 1,021 tons. L. 182, B. 30, D. 15. P. C. \$100,000.

Went in commission at Brooklyn Navy Yard, Dec. 5, 1861.

Sends a boat expedition to Apalachicola, Fla., who find the place deserted. They destroy the battery at St. Vincents, Fla., March 24, 1862.

Sends boats in company with those from the Sagamore to the city of Apalachicola, Fla., and burns three schooners and captures two sloops loaded with cotton, April 3, 1862.

Attacked by two rebel iron-clad rams off Charleston Bar, S. C., at 4.25 A. M. During the action a shot from the enemy pierced her condenser and the steam drum of the port boiler. She was rammed twice, and ordered to surrender. Lieut. Commander Abbot, her executive officer, went on board one of the rams and surrendered the vessel; but owing to the presence of the increasing Union squadron, the Mercidita could not be towed into Charleston harbor as a prize. She lost 3 killed and 4 wounded [see Iron-clad Raid off Charleston, S. C.], Jan. 31, 1863.

Mercury, 2 guns. 187 tons. L. 121, B. 22, D. 7. P. C. \$20,000.

At the capture of Port Royal [see Port Royal, S. C.], Nov. 7, 1862.

After long and arduous service her bottom dropped out in Port Royal harbor. The engines were saved and shipped to the New York Yard, where a new hull was built for them, 1863.

"No. 2" launched, Sept. 14, 1863.

Merrimac, S. W., 6 guns. 684 tons. B. R. Captured by the Iroquois near New Inlet, N. C., July 24, 1863.

Fitted at New York, 1863-4.

Merrimac, S., 50 guns. 3,200 tons. Scuttled at the Gosport Navy Yard, April 20, 1861.

She was raised by the rebels and converted into an iron-clad, 1861-2.

(Rebel iron-clad). Made her first appearance in her new rig and under her new flag, March, 1862.

Merrimac Fight. On Saturday, the 8th of March, 1862, at 12.45 P. M., three small steamers in appearance were discovered rounding Sewall's Point, and as they came in full broadside view one of them was recognized as the iron-plated steam battery Merrimac from the large size of her smoke pipe. They were heading for Newport News, and in obedience to a signal all hands were called upon the Union vessels and immediate preparations made for an engagement with her. While passing Sewall's Point, the rebels there opened fire upon the Congress and Cumberland from a rifle battery. The fire was returned by the Union vessels with broadside guns and fore-castle pivots. The Minnesota steamed up to within about one and a half miles of Newport News, when she grounded. The

tide was running ebb, and although in the channel there was not sufficient water for her, as she drew twenty-eight feet, and the bottom soft and lumpy, it was impossible to force the ship over. At this time the Merrimac had passed the frigate Congress and run into the sloop of war Cumberland, and fifteen minutes later the latter went down by the head. About 2.30 P. M. the Merrimac engaged the Congress, throwing shot and shell into her with terrific effect, while the shot from the Congress glanced from her iron-plated sloping sides without doing any apparent damage. At 3.30 P. M. the Congress was obliged to haul down her colors. At 4 P. M. the Merrimac and rebel gunboats Jamestown and Patrick Henry bore down upon the Minnesota. The iron battery drew so much water that it could not come within a mile of her. She took a position on the starboard bow, but did not fire with accuracy, and the shot only passed through the ship's bow. The Merrimac was fired upon with a pivot 10-inch gun without apparent effect, and at 7 P. M. she too hauled off, and all three vessels steamed towards Norfolk. From 10 P. M. until 4 A. M. all hands were at work with steamtugs and hawsers endeavoring to haul the Minnesota off the bank, but with no avail. Operations were suspended until another tide. At 2 A. M., 9th of March, the iron battery Monitor, Commander John L. Worden, which had arrived the evening previous at Hampton Roads, went alongside of the flag ship and reported for duty. At 6 A. M. the enemy appeared again coming down from Craney Island. They ran past the flag ship and were heading for Fortress Monroe. The Merrimac ran near the Rip Raps, and then turned into the channel through which the Minnesota had to come. Again all hands were called and another attack made when she ap-

proached within a mile of the Monitor. She immediately ran right within range of the Merrimac, completely covering the Minnesota, as far as it was possible with her small dimensions, and laid herself right alongside of the Merrimac. Gun after gun was fired by the Monitor, which was returned with whole broadsides from the rebels with no effect. The Merrimac, finding she could make nothing of the Monitor, commenced again upon the Minnesota. In the morning she had put an 11-inch shot under the Minnesota's counter, near the water line, and now on her second approach the Minnesota opened upon her with all her broadside guns and 10-inch pivot—a broadside which would have blown out of water any timber built ship in the world. She returned the fire of the Minnesota with her rifled bow gun, with a shell that passed through the chief engineer's state room, through the engineers' mess room amidships, and burst in the boatswain's room, tearing four rooms all into one in its passage, and exploding two charges of powder, which set the ship on fire; but it was promptly extinguished by a party headed by the first lieutenant. Her second shell went through the boiler of the tug boat Dragon, exploding it and causing some consternation on board of the Minnesota for the moment, until the matter was explained. This time the Minnesota had concentrated upon the Merrimac an incessant fire from her gun deck, spar deck, and forecastle pivot guns, and at least fifty solid shot struck the rebel on her slanting side without producing any apparent effect. By the time she had fired her third shell the little Monitor had come down upon her, placing herself between the Minnesota and Merrimac, and compelled her to change her position. In doing so she grounded, and again the Minnesota poured in upon her all the

guns could be brought to bear upon her. As soon as she got off she stood down the bay, the Monitor chasing her with all speed ; when suddenly the Merrimac turned around and ran full speed into her antagonist. For a moment some anxiety was felt, but instantly a shot was seen to plunge into the iron roof of the Merrimac, which damaged her considerably. For some time after this the rebels concentrated their whole battery upon the tower and pilot house of the Monitor, and soon after the latter stood down for Fortress Monroe to extricate a shot which had fouled in one of her guns. Soon after the Merrimac and the two other steamers headed for the Minnesota, who lay hard and immovably aground, and they could take position under her stern and rake her. The Minnesota had expended most of her solid shot and was badly crippled, and her officers and men were worn out with fatigue ; but even in this extreme dilemma they were determined never to give up the ship to the rebels, and, after consulting the officers, the Captain ordered all preparations to be made to destroy the ship after all hope was gone of saving her. On ascending the poop deck he observed that the enemy's vessels had changed their course and were heading for Craney Island. It was then determined to lighten the ship by throwing overboard all the 8-inch guns, hoisting out provisions, and starting water, etc. At 2 P. M. they made another attempt to save the ship by the use of a number of powerful tugs and the steamer S. R. Spaulding, and succeeded in dragging her half a mile distant, and again she was immovable, the tide having fallen. At two o'clock on the morning of March 10th she was once more afloat and at anchor opposite Fortress Monroe, March 8, 9, 1862.

Made her appearance in Hampton Roads in company with several gunboats, capturing three merchant vessels at anchor off Newport News, Va., April 11, 1862.

Came out of Elizabeth River cautiously, but finding the Monitor and fleet of gunboats ready to receive her, she went back to her anchorage off Craney Island, May 9, 1862.

Blown up by order of her commander near Craney Island, on the Elizabeth River, May 11, 1862.

Metacomet, S. W., 10 guns. 974 tons. Built at Stack's ship-yard, Williamsburg, L. I., 1863.

Launched, March 7, 1863.

Put in commission, Jan., 1864.

Ran into the gunboat Tioga, damaging one of her paddle-wheels considerably, Feb. 2, 1864.

Meteor, S. W. 6 guns. 221 tons. West Gulf Squadron.

Miami, S. W., 8 guns. 730 tons. Built at the Philadelphia Navy Yard, engines by Merrick & Sons, Philadelphia, 1861.

Launched, Nov. 16, 1861.

One of the steam division of Porter's mortar flotilla [see New Orleans], April, 1862.

At Vicksburg, June, 1862.

Miantonomoh, Iron-clad, 4 guns. 1,564 tons. Built at the Brooklyn Navy Yard, 1863.

Launched at the Brooklyn Navy Yard, Aug. 15, 1863.

Michigan, S. W., 1 gun. 582 tons. Built at Erie, Penn., 1844.

On special service on the Lakes, 1864.

Midnight, Bark, 7 guns. 386 tons. L. 126, B. 27, D. 12.
P. C. \$19,000.

Name changed from Dawn.

On the blockade. South Atlantic Squadron. 1862-4.

Midshipman (B. H.), Porter's howitzer battery, at the attack upon Roanoke Island [see Roanoke Island, Feb. 8, 1862.

Mignonette, S. W., 0 guns. 50 tons. Mississippi Squadron.

Milliken's Bend. The enemy, 4,000 strong, attacked the Union Depot at Milliken's Bend, which was guarded by a part of the 29th Iowa Volunteers and two colored regiments. The Lexington and Choctaw arrived and opened their guns upon the enemy after they had nearly overpowered the garrison, and drove them off in confusion, June 7, 1863.

Milwaukie, Iron-clad, 4 guns. 970 tons. Built at St. Louis, 1863.

Launched, Feb. 4, 1864.

Mingoe, S. W., 10 guns. 974 tons. Built at Bordentown, N. J., 1863.

Launched, Aug. 6, 1863.

Minnesota, S., 52 guns. 3,307 tons. Built at the Washington Navy Yard, 1855.

Captures the ship Argo from Richmond, Va., for Bremen, with a cargo of tobacco, May 19, 1861.

Flag ship at the capture of Forts Hatteras and Clark at Hatteras Inlet, N. C. [see Hatteras Inlet], Aug. 27-29, 1861.

Arrives at New York with Confederate prisoners taken at Hatteras Inlet, Sept. 2, 1861.

Participates in the engagement with the Merrimac

in Hampton Roads [see Merrimac Fight], March 8, 9, 1862.

Attacks Sewall Point battery, May 8, 1862.

Attempt by the rebels to blow her up by a torpedo while off Newport News, which caused considerable excitement on board, but doing very little damage to the ship, April 9, 1864.

Minnetonka, S., 20 guns. 2,200 tons. Hull not commenced, engine contracted for, 1863.

Mississippi, S. W., 13 guns. 1,692 tons. Built at Philadelphia, 1841.

Machinery having been tampered with by disloyal parties, she was obliged to return to the Boston Navy Yard for repairs, May 23, 1861.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Destroys the rebel ram *Manassas* at daylight on the morning of April 24, 1862.

Grounded in passing the Port Hudson batteries, and was burned by her officers to prevent her falling into rebel hands, March 14, 1863.

Mississippi River Flotilla [now Squadron] was organized by Captain (late Admiral) A. H. Foote, U. S. N., 1861.

Employed in keeping open the Mississippi, Cumberland, and Tennessee Rivers and convoying transports during 1861-4.

Mississippi River Gunboat Divisions. From New Orleans to Donaldsonville will constitute the First District. From Donaldsonville to Red River, the Second District.

From Red River to Natchez, the Third District.

From Natchez to Vicksburg, the Fourth District.

From Vicksburg to White River, the Fifth District.

From White River to Cairo, the Sixth District.

From Cairo to head of Tennessee River, the Seventh District.

From Cumberland River to its source, and the Upper Ohio, the Eighth District.

Mississippi Squadron. The names of vessels belonging to the different Districts:

FIRST DISTRICT.—Essex, General Price, Little Rebel.

SECOND DISTRICT.—Lafayette, Kenwood, Signal, Neosho.

THIRD DISTRICT.—Choctaw, Osage, Manitou, Champion, Lexington, Chillicothe.

FOURTH DISTRICT.—Benton, Curlew, Rattler, Pittsburg, Carondelet, Forest Rose, Argosy.

FIFTH DISTRICT.—Louisville, Conestoga, Great Western, Torrence, Mound City, Gen. Bragg, Marmora, Cricket, Romeo, Prairie Bird, Petrel.

SIXTH DISTRICT.—Eastport, Tylor, Silver Cloud, Hastings, Queen City, Covington, Juliet, Linden, New Era, Naumkeag, Paw Paw, Peasta, Fawn.

SEVENTH DISTRICT.—Exchange, Key West, Tawah, St. Clair.

EIGHTH DISTRICT.—Brilliant, Fair Play, Reindeer, Springfield, Silver Lake, Victory, Moose.

Mistletoe, S. W., 0 guns. 50 tons. Tender Mississippi Squadron, 1863.

Modoc, Iron-clad, 2 guns. 614 tons. Building at Greenpoint, L. I., by J. S. Underhill, 1863-4.

Mohawk, S., 9 guns. 459 tons. P. Built at Philadelphia, 1858.

Mohican, S., 7 guns. 459 tons. Built at Kittery, Me., 1858.

Launched, 1859.

At the capture of Port Royal [see Port Royal, S. C.], Nov. 7, 1861.

Flag ship at the capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

Visits Brunswick, Ga., March 9, 1862.

On special service in search of privateers, 1863-4.

Chases the rebel bark Fanny Crenshaw out of the harbor of Rio Janeiro, Sept. 12, 1863.

Arrives at Philadelphia, April 15, 1864.

Arrives at New York, April 23, 1864.

Mohongo, S. W., 10 guns. 1,030 tons. Built by Secor & Co., Jersey City, 1863-4.

Monadnock, Iron-clad, 4 guns. 1,564 tons. Building at the Boston Navy Yard, 1862-4.

Launched, March 23, 1864.

Mendamin, S., 8 guns. 2,200 tons. Hull not commenced. Engines contracted for, 1863.

Monitor, Iron-clad, 2 guns. 776 tons. Built for John Ericsson by T. F. Rowland, Continental Iron Works, Greenpoint, L. I., 1861.

Launched, Jan. 30, 1862.

Arrived at Hampton Roads at 9 P. M., March 8, 1862.

Got under way at 8 A. M., and went to quarters. 8.45, opened fire on the Merrimac. 11.30, Lieutenant (now Captain) John Lorimer Worden was injured in the eyes, while in the pilot house, by the exploding of a shell on one of the "peep holes" of the pilot house. Lieut. S. D. Greene then took charge of the vessel until 12 M., when the Merrimac retreated to Sewall's Point, Va. [see Merrimac Fight], March 9, 1862.

Attacks Sewall's Point battery, and holds the Merrimac in check, May 8, 1862.

Attacks Fort Darling [see Fort Darling], May 15, 1862.

At City Point, Va., June 15, 1862.

Left Hampton Roads in tow of the United States steamer Rhode Island on the 29th of December, 1862, at 2.30 P. M. Wind light at S. W., weather clear and pleasant, and every prospect of its continuation. Passed Cape Henry at 6 P. M., water smooth and everything working well. During the night the weather continued the same. At 5 A. M., Dec. 30, she began to experience a swell from the southward, with a slight increase of the wind from the southwest, the sea breaking over the pilot house forward and striking the base of the tower; but not with sufficient force to break over it. Found that the packing of oakum under and around the base of the tower had loosened a little from the working of the tower as the vessel pitched and rolled. Speed at this time about five knots. Ascertained from the engineer of the watch that the bilge pumps kept her perfectly free, occasionally sucking. Felt no apprehension at the time. The weather during the day and until 6 P. M. was variable, with occasional squalls of wind and rain, and towards evening the swell somewhat decreased, the bilge pumps being found amply sufficient to keep her clear of the water that penetrated through the sight hole of the pilot house, hawser hole, and base of tower, all of which had been well caulked previous to leaving.

At 7.30 the wind hauled round to the south, increasing in strength and causing the sea to rise. Computed position at this time, about fifteen miles south of Cape Hatteras Shoals. Found the vessel towed badly, yawing very much, and with the increased motion making somewhat more water around the base of the tower. The engineer was ordered to put on the Worthington pump bilge in-

jection, and get the centrifugal pump ready, and report immediately if there was any increase of water. At about 8 P. M. the sea began to rapidly rise, causing the vessel to plunge heavily, completely submerging the pilot house and washing over and into the turret, and at times into the blower pipes. It was observed that when she rose to the swell the flat under surface of the projecting armor would come down with great force, causing a considerable shock to the vessel and turret, thereby loosening still more the packing around its base. The Rhode Island was signalled several times to stop, that they might ascertain if by so doing she would ride easier, or decrease the influx of water; but no difference could be perceived, the vessel falling off immediately into the trough of the sea, and rolling heavily. The engineer at this time reported it would be necessary to start the centrifugal pump, as the others failed to keep the water under. He was ordered to do so immediately, and report the effect. The engineer reported that the pumps were all working well, but produced no effect upon the water, which had by this time risen several inches above the level of the engine-room floor. About 10.30 P. M., having given the pumps a fair trial and finding the water gaining rapidly upon them, the signal of "distress" was given and immediately answered by the Rhode Island. The Monitor was ranged up close to her and reported that the water was fast gaining on her, and requested the commander of the Rhode Island to send boats to take off the crew. Finding that the heavy stream cable used to tow the Monitor rendered the vessel unmanageable while hanging slack to her bow, and being under the absolute

necessity of working the engines to keep the pumps going, it was ordered to be cut, and she ran down close under the lee of the Rhode Island, at times almost touching her. Water continued to gain on the pumps, and was now about up to the ash pits. Two boats reached them from the Rhode Island, when Lieut. Greene was ordered to put as many men into them as they could safely carry. While getting the men into the boats the vessels touched slightly, nearly crushing the boat and endangering the Rhode Island herself, as the sharp bow and sides of the Monitor would undoubtedly have stove her near the water's edge had she struck upon her heavily. The Rhode Island steamed slightly ahead, and the vessels separated a short distance. At 11.30 A. M., Dec. 31, the engines of the Monitor were working slowly, and all the pumps in full play, but water gaining rapidly, sea very heavy and breaking entirely over the vessel, rendering it extremely hazardous to leave the turret; in fact, several men were supposed to have been washed overboard at this time. While waiting for the boats to return, the engineer reported that the engines had ceased to work and shortly after all the pumps had ceased to work also, the water putting out all the fires and leaving no pressure of steam. A bailing party had been previously organized, not so much with any hope of diminishing the water, but more as an occupation for the men. The engine being stopped and no longer being able to keep the vessel head to sea, she having fallen off into the trough and rolling so heavily as to render it impossible for boats to approach, her anchor was let go and also the chain given her, in hopes that it might bring her up. Fortunately it did so, and she once more

swung around head to wind. By this time finding the vessel filling rapidly and the deck on a level with the water, all men on board were ordered to leave the turret and endeavor to get into the two boats which were then approaching. There were then about twenty or thirty men on board. The boats approached very cautiously, as the sea was breaking upon the now submerged deck with great violence, and washing several men overboard, one of whom was afterwards picked up by the boats. The painter of one of the boats was secured, and as many as could got into her, and by the use of its oars was prevented from striking the side. There were several men left upon and in the turret, who, either stupefied by fear or fearful of being washed overboard in the attempt to reach the boats, would not come down, and were supposed to have gone down in the vessel. The heavy, sluggish motion of the Monitor gave evidence that she could float but a short time longer, and shortly after they reached the Rhode Island she disappeared. Captain Trenchard was untiring in his efforts to rescue the crew of the Monitor. Upon mustering the officers and crew on board the Rhode Island, four officers and twelve men were found to be missing. Several were afterwards picked up in a boat at sea, Dec. 31, 1863.

Monocacy, S. W., 10 guns. 1,030 tons. Built at Baltimore, 1863-4.

Monongahela, S., 12 guns. 1,378 tons. Built at the Philadelphia Navy Yard, engines by Merrick & Sons, Philadelphia, 1861.

Launched, July 10, 1862.

Attempts the passage of the Port Hudson batteries [see Port Hudson], March 14, 1863.

Attacked by a rebel field battery below Donaldsonville, La. Commander Abner Read, her commanding officer, killed, July 7, 1863.

Is towed down the river by the Essex with the New London, the latter vessel being disabled, July 10, 1863.

Montauk, Iron-clad, 2 guns. 844 tons. Built by T. F. Rowland at the Continental Iron Works, Greenpoint, L. I., 1862.

Launched, 1862.

Left Sandy Hook, N. Y., for Fortress Monroe, Dec. 24, 1862.

Arrived at Fortress Monroe, Dec. 29, 1862.

Leaves Beaufort, N. C., for Port Royal, Jan. 17, 1863.

Arrives at Port Royal, Jan. 19, 1863.

Sailed for Ossibaw Sound in tow of the James Adger, Jan. 24, 1863.

Attacks Fort McAllister, Ga. [see Fort McAllister], Jan. 27, 1863.

Attacks Fort McAllister second time, Feb. 1, 1863.

Destroys the privateer Nashville lying above Fort McAllister, on the Ogeechee River, Ga., Feb. 28, 1863.

A torpedo explodes under her bottom while returning from the destruction of the Nashville, Feb. 28, 1863.

The attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Attacks the Morris Island batteries, July 10, 1863.

Flag ship in the attack upon Fort Wagner [see Fort Wagner], July 18, 1863.

At Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Participates in the attack upon Fort Sumter [see Fort Sumter, night attack], Aug. 23, 1863.

Monterey, S., 1 gun. 87 tons. P. San Francisco, Cal., 1863.

Montgomery, S., 6 guns. 787 tons. L. 201, B. 28, D. 19. P. C. \$90,000.

Sends a boat expedition to St. Louis Pass, Texas, and destroys the schooner Columbia of Galveston, Texas, April 5, 1862.

Captures the iron steamer Caroline, B. R., Oct. 28, 1862.

Monticello, S., 7 guns. 655 tons. L. 175, B. 28, D. 16. P. C. \$71,000.

At Hatteras Inlet and capture of Forts Hatteras and Clark [see Hatteras Inlet], Aug. 29, 1861.

Shells the rebels at Kinekset, Chicocomico, near Hatteras Inlet [see Chicocomico], Oct. 5, 1861.

Attacked by Fort Caswell, N. C., while firing at a blockade runner on the beach, Feb. 23, 1863.

Sailed from Philadelphia Navy Yard, Feb. 2, 1864.

Moose, S. W., 6 guns. 189 tons. Mississippi Squadron. Chases and attacks the guerilla band under Morgan, near Bluffington Island, Ind., July 19, 1863.

Morgan's Raid. The guerilla chief Morgan made a raid into Indiana, and was pursued along the river and his forces terribly cut up by the gunboats Moose, Alleghany Belle, Reindeer, Naumkeag, and Springfield at Bluffington Island, Ind. The operations were under command of Commander Le Roy Fitch, U. S. N., July 19, 1863.

Morning Light, Ship, 8 guns. 937 tons. L. 172, B. 34, D. 17. P. C. \$37,500.

Sends three boats, who destroy the salt works at Cedar Lake, Texas. During the operation a mounted troop of guerillas attack the party, capturing one

and killing one, and wounding five others. The ship opened fire upon the rebels and drove them off, Nov. 27, 1862.

And schooner *Velocity* captured by a flotilla of cotton-clad steamers, while becalmed at Sabine Pass, Texas, Jan. 21, 1863.

Destroyed by the rebels on approach of the Union gunboats who had been sent down to retake her, Jan. 22, 1863.

Morris, Commodore H. W., died at New York, Aug. 15, 1863.

Morris Island. The operations of General Gilmore and Admiral Dahlgren for the occupation of the island was accomplished on the part of the navy, in covering the advance of the U. S. troops, by the *Catskill* (flag ship), *Montauk*, *Nahant*, and *Weehawken*, who crossed the bar at 4 A. M., and as soon as they could get within range opened their fire upon the advance works of the enemy, July 10, 1863.

Morse, S. W., 6 guns. 513 tons. L. 143, B. 33, D. 12.

P. C. \$40,000. (Name changed from *Marion*.)

Attacks Roanoke Island, N. C. [see *Roanoke Island*], Feb. 7, 1862.

At Elizabeth City, N. C. [see *Elizabeth City*], Feb. 10, 1862.

At Winton, N. C. [see *Winton, N. C.*], Feb. 19, 1862.

At Newbern, N. C. [see *Newbern*], March 14, 1862.

Assists in covering the embarkation of U. S. troops at the evacuation of West Point, Va., June 1, 1863.

Mortar Flotilla (Porter's), organized at New York, winter of 1861-2. It was composed of the following vessels :—

STEAM DIVISION. Harriet Lane (flag ship), Clifton, Westfield, J. P. Jackson, Owasco, Miami, Uncas.

FIRST DIVISION mortar vessels. Blue pennant.

No. 1. Norfolk Packet (flag ship).

“ 2. Arletta.

“ 3. Sophrona.

“ 4. Para.

“ 5. C. P. Williams.

“ 6. O. H. Lee.

“ 7. W. Bacon.

SECOND DIVISION mortar vessels. Red pennant.

No. 8. T. A. Ward (flag ship).

“ 9. A. Hugel.

“ 10. M. Vassar.

“ 11. G. Mangham.

“ 12. M. J. Carlton.

“ 13. S. C. Jones.

“ 14. Orvetta.

THIRD DIVISION mortar vessels. White Pennant.

No. 15. H. Beals, Barkentine (flag ship).

“ 16. J. Griffith.

“ 17. Racer.

“ 18. S. Bruen.

“ 19. H. Janes.

“ 20. Dan Smith.

“ 21. Sea Foam (brig).

“ 22. A. Houghton, Bark, Ordnance vessel.

Bombards Forts Jackson and St. Philip [see New Orleans], from April 16 to 25, 1862.

Renshaw's division operates with Admiral Farragut and bombards the Vicksburg batteries and ram Arkansas at the levee, July 22, 1862.

Aids in the investment of Port Hudson by General Banks, May 23, 1863.

Moshulu, S., 8 guns. 2,200 tons. Hull not commenced.
Engines contracted for, 1863.

Mound City, Iron-clad, 14 guns. 512 tons.

Engages the rebel gunboats at Fort Pillow, May 10,
1862.

At Charles City, Ark., a shot penetrated her steam drum. Eighty-two of her crew were killed instantly, forty-three were killed in the water or drowned, and twenty-five severely wounded or scalded. Only three officers and twenty-two men of her crew escaped injury, June 17, 1862.

Runs the Vicksburg batteries [see Admiral Porter's fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.

Destroys a rebel battery at Warrenton, Miss., May 10, 1863.

Attacks Vicksburg batteries [see Vicksburg], May 22, 1863.

Again attacks the batteries at Vicksburg, May 27, 1863.

Makes an attack upon Vicksburg batteries, June 22, 1863.

Attacks and disperses a band of guerillas under the notorious guerilla chief McNail near Providence, Miss., Aug. 7, 1863.

Mount Vernon, S., 5 guns. 625 tons. L. 168, B. 28, D. 15. P. C. \$71,000.

Sends her gig, manned by six men under the command of Acting Master Henry L. Sturgis, and the 1st cutter, in command of Acting Master Alick Allen, who destroyed the light ship formerly stationed off Frying Pan Shoals, N. C., which was being converted into a floating battery to carry

eight guns. It was a daring act, and successfully performed, Dec. 29, 1861.

Attacks Sewall's Point battery, Va., May 8, 1862.

Aided by the James Adger and Iroquois, succeeds in cutting out the blockade runner Kate, which had been driven ashore by the Penobscot, and subsequently floated off by the rebels and anchored under the guns of the New Inlet batteries, Aug. 1, 1863.

Mount Washington, S. W., 5 guns. 500 tons.

At the Nansemond River operations, April 14, 1863.

Muscoota, S. W., 10 guns. 1,030 tons.

Musquito Inlet, Fla. An expedition was sent into the Inlet to annoy the enemy. Lieutenant Commanding Budd of the Penguin, and Acting Master Commanding Mather of the Henry Andrew, and several of the crews of both vessels, were killed, March 21, 1862.

Myrtle, S. W., 0 guns. 50 tons. Mississippi Squadron, 1863.

Mystic, S., 7 guns. 541 tons. P. 1858.

Assists in covering the embarkation of U. S. troops at the evacuation of West Point, Va., June 1, 1863.

N.

Nahant, Iron-clad, 2 guns. 844 tons. Built in Boston, 1862.

Left New York for Port Royal, S. C., Jan. 18, 1863.

Arrived at Hampton Roads, Jan. 24, 1863.

Attacks Fort McAllister, Ga., March 3, 1863.

In the attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Present at the capture of the rebel iron-clad ram *Atlanta* in Warsaw Sound, Ga., by the *Weehawken*, June 17, 1863.

Attacks the Morris Island batteries, July 10, 1863.

Attacks Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Participates in the attack upon Fort Sumter by night [see Fort Sumter, night attack], Aug. 23, 1863.

Nansemond, S. W., 4 guns. 340 tons. P. at Baltimore, July 30, 1863. Name changed from *James F. Freeborn*, engines by Fletcher Harrison & Co., N. Y.

Put in commission, Aug. 17, 1863.

Joined the Wilmington blockade, Aug. 24, 1863.

• Destroys the *Duoro*, B. R., Oct. 11, 1863.

Destroys the blockade runner *Venus* from Nassau to Wilmington, capturing her captain and twenty-two of her officers and crew, Oct. 21, 1863.

Nantucket, Iron-clad, 2 guns. 844 tons. Built in Boston, 1862.

Left New York for Port Royal, S. C., March 9, 1863.

In the attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Attacks Fort Wagner [see Fort Wagner], July 18, 1863.

Napa, Iron-clad, 2 guns. 614 tons. Building at Wilmington, Del.

Narcissus, S., 2 guns. 101 tons. P. Fitted at New York for West Gulf Squadron, 1864.

Sailed from New York, Feb. 2, 1864.

Narragansett, S., 6 guns. 809 tons. Built at Boston, 1858.

Attached to the Pacific Squadron during the war, 1861-4.

National Guard, Ship, 4 guns. 1,046 tons. L. 162, B. 37, D. 18. P. C. \$35,000.

Coal ship of the West India Squadron at Cape Haytien, 1863-4.

Naubuc, Iron-clad, 2 guns. 614 tons. Built by William Perine at Williamsburg, N. Y., 1863-4.

Naugatuck, S., 1 gun. 100 tons. (Revenue vessel.) At the attack upon Fort Darling burst her rifle [see Fort Darling], May 15, 1862.

Naumkeag, S. W., 6 guns. 250 tons. Mississippi Squadron.

Nausett, Iron-clad, 2 guns. 614 tons. Building at East Boston.

Naval Academy. The grounds of the Naval Academy at Annapolis, Md., converted into a military camp by orders of Major General B. F. Butler, April 25, 1861.

Naval Battery [Port Hudson], commanded by Lieutenant Commander Edward Terry of the Richmond, commenced operations, May 30, 1863.

Unmasked the battery at 11 A. M., and opened fire, June 11, 1863.

Continued firing June 11th, 12th, 13th (all night); 14th, 15th, 16th, 17th, no firing, flag of truce. 18th, resumed fire, which was continued until the close of the investment, July 10, 1863.

Navy Department.

Secretary, Gideon Welles.

Assistant Secretary, Gustavus V. Fox.

Chief Clerk, W. Faxon.

Clerk and Disbursing Clerk, Wm. Plume Moran.

Clerks; Geo. S. Watkins, John W. Hogg, Walter S.

McNairy, Francis H. Stickney, Holmes E. Offley,

Chas. P. Thompson, Henry H. Tilly, Chas. Faxon,
Chas. R. Knowles, George Alvord, Jas. A. Sample,
Silas P. Wrisley, Jesse E. Dow, Elisha Risley.

Messenger, Harrison S. Bowen.

Assistant Messenger, Lindsay Muse.

Neosho, Iron-clad, 2 guns. 523 tons. Mississippi Squadron.

Built at St. Louis. Launched, Feb. 18, 1863.

Arrived at Vicksburg, Aug. 6, 1863.

Neptune, S., 11 guns. 1,244 tons. Purchased from the Neptune S. S. Co., 1863.

Put in commission at Brooklyn Navy Yard, Dec. 19, 1863.

Sailed, Jan. 9, 1864.

Returned to repair engines, Jan. 19, 1864.

Sailed, Feb., 1864.

Nereus, S., 11 guns. 1,244 tons. Purchased from the Neptune S. S. Co., N. Y., 1863.

Put in commission at Brooklyn Navy Yard, April 11, 1864.

Neshaminy, S., 10 guns. 3,200 tons. Building at the Philadelphia Navy Yard, 1864.

Nettle, S. W., 0 guns. 50 tons. Mississippi Squadron.

Neuse River Expedition was planned to co-operate with the forces under General J. G. Foster in his advance upon the rebel fortifications at Kinston, N. C., and the railroad at or near Goldsborough, N. C. The expedition consisted of the following vessels: (navy) Delaware, Shawsheen, J. L. Lockwood, and J. N. Seymour, (army) Ocean Wave, Allison, Port Royal, Wilson, and North State. They left Newbern on the 12th of Dec., 1862. The operations lasted until Dec. 22, 1862.

Newbern, S., 6 guns. 948 tons. Built by C. & R. Poillon, engines by Delamater Iron Works. Name changed from United States. P. 1863. -

Before she was purchased by the Navy Department she made a cruise in search of the Tacony (rebel privateer), 1863.

Armed and commissioned as the supply vessel for the North Atlantic Squadron, 1863.

Newbern, N. C., port of entry, and capital of Craven Co., N. C., situated on the S. W. bank of the Neuse River, at the junction of the Trent River, thirty miles above Pamlico Sound. It was for some time the capital of the State. The combined forces of the army and navy captured it, after a short investment. The navy was represented by the following vessels: Philadelphia, flag ship of Commander S. C. Rowan, U. S. N., Stars and Stripes, Louisiana, Hetzel, Delaware, Commodore Perry, Valley City, Underwriter, Commodore Barney, Hunchback, Southfield, Morse, Henry Brincker, and J. L. Lockwood.

On the 13th of March, 1862, at 8 A. M., the gunboats shelled the woods in the vicinity of the proposed place of landing, and then took up stations along shore to protect the landing and advance of the U. S. troops. At 9.30 A. M. the troops commenced landing, and at the same time six naval boat howitzers, with their crews under the command of Lieut. R. S. McCook, were sent on shore to assist the land forces. At 4.15 P. M. the enemy opened fire on the gunboats, which was promptly returned. At sundown the firing ceased.

At 6.30 A. M. the following day (Friday) the fleet and troops advanced and found the lower batteries had been abandoned. A boat was sent from one of the

naval vessels, whose crew hoisted the stars and stripes over them. The upper batteries, however, continued their fire. One magazine in a battery was exploded by the gunboats' shells. During the day the rebels were driven out of their works, two small steamers captured, and another burned. The Union forces took possession, March 14, 1862.

New Era, S. W., 6 guns. 157 tons. Mississippi Squadron.

New Hampshire, Ship, 10 guns. 2,633 tons. (Name changed from Alabama, 84 guns.) Built at Kittery, Me., 1818.

Launched at Kittery Navy Yard, Jan. 23, 1864.

Fitting as a store ship at Portsmouth, N. H., 1864.

New Ironsides, Iron-clad, 20 guns. 3,486 tons. Built at Philadelphia by Merrick & Sons. C. \$780,000. 1861-2.

Launched, May 10, 1862.

Arrived at Port Royal, Jan., 1863.

Flag ship of the attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

In the attack upon Fort Wagner [see Fort Wagner], July 18, 1863.

At Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Engages Fort Wagner the whole day, Sept. 6, 1863.

Fires 150 shells at Fort Moultrie, Sept. 7, 1863.

Fires 483 shells at Fort Moultrie, Sept. 8, 1863.

The rebel torpedo vessel Davis attempts to blow her up while at anchor in Charleston harbor at 9 p. m. The torpedo vessel was sunk by the concussion, and the crew made prisoners. The New Ironsides was but slightly damaged, Oct. 5, 1863.

New London, S., 5 guns. 221 tons. L. 125, B. 25, D. 7.
P. C. \$30,000.

With the *De Soto* attacks two rebel gunboats in Mississippi Sound, Dec. 7, 1861.

Attacked by the rebel gunboats *Oregon* and *Pamlico* at Pass Christian. They were driven off after an engagement lasting one hour and fifty minutes, March 25, 1862.

Capture Biloxi, Miss., April 2, 1862.

Engages, in company with the *J. P. Jackson* and transport *Lewis*, the rebel steamers *Oregon*, *Pamlico*, and *Carondelet*; subsequently the U. S. gunboat *Hatteras* joined in the action. The rebel steamer *P. C. Wallis* was captured, and the enemy's gunboats driven off, April 4, 1862.

Skirmishes with the enemy at Sabine Pass, Texas.

Commander Abner Read seriously wounded in the eye, April 18, 1863.

Attacked by two field-batteries twelve miles below Donaldsonville. The *New London* was in command of Lieut. Commander Perkins. Commander A. Read, formerly of the ship, was mortally wounded on board of the *Monongahela* during the same engagement, July 7, 1863.

Disabled and towed down the river by the *Essex* and *Monongahela*, July 10, 1863.

New National, S. W., 1 gun. 379 tons. Mississippi Squadron.

At Yazoo City [see *Yazoo City*], July 18, 1863.

New Orleans, Ship, 84 guns. 2,805 tons. Built at Sackett's Harbor, N. Y., 1815. She still remains on the stocks, 1864.

New Orleans City, parish of Orleans, Louisiana, 105 miles from the mouth of the Mississippi river. On the 23d

of March, 1862, Flag Officer Farragut had made all arrangements for the attack on and passage of Forts Jackson and St. Philip. Every vessel was as well prepared as the ingenuity of her officers could suggest, both for the preservation of life and of the vessel; and, perhaps, there is not on record such a display of ingenuity as has been evinced in this little squadron. The first was by the engincer of the Richmond, Mr. Moore, by suggesting that the sheet cables be stopped up and down on the sides in the line of the engines, which was immediately adopted by all the vessels. Then each commander made his own arrangements for stopping the shot from penetrating the boilers or machinery that might come in forward or abaft, by hammocks, coal, bags of ashes, bags of sand, clothes bags, and, in fact, every device imaginable. The bulwarks were lined with hammocks by some, by splinter netting, made with ropes, by others. Some rubbed their vessels over with mud to make their ships less visible, and some white-washed their decks to make them more visible by night during the fight. In the afternoon of April 23 Flag Officer Farragut visited each vessel, in order to know positively that each commander understood his orders for the attack, and to see that all was in readiness; he had looked to their efficiency before. Every one appeared to understand his orders well, and looked forward to the conflict with firmness, but with anxiety, as it was to be in the night. At two A. M., Capt. Bell had been previously sent with the petard-man, with Lieut. Commanding Crosby, in the Pinola, and Lieut. Commanding Caldwell in the Itasca, to break the chain which crossed the river, and was supported by eight hulks, which were strongly moored. This duty was not thoroughly performed, in conse-

quence of the failure to ignite the petards with the galvanic battery, and the great strength of the current. Still it was a success, and, under the circumstances, a highly meritorious one. The vessel boarded by Lieut. Commanding Caldwell appears to have had her chains so secured that they could be cast loose, which was done by that officer, and thereby making an opening sufficiently large for the ships to pass through. It was all done under a heavy fire, and at a great hazard to the vessel. Upon the night preceding the attack, however, Lieut. Commanding Caldwell was dispatched to make an examination, and to see that the passage was still clear, and to make a signal to that effect, which he did at an early hour. The enemy commenced sending down fire-rafts, and lighting their fires on the shore opposite the chain, about the same time, which drew their fire on Lieut. Commanding Caldwell, but without injury. At about five minutes of two o'clock A. M. (April 24), signal was made to get under way; but owing to the great difficulty in purchasing their anchors, the Pensacola and some of the other vessels were not under way until half past three. They then advanced in two columns, Capt. Bailey leading the way in the gun-boat Cayuga, Lieut. Commanding Harrison, he having been assigned to the first division of gun-boats, which was to attack Fort St. Philip, in conjunction with the second division of ships, and the Hartford, the left. Fleet Capt. Bell leading the second division of gun-boats in the Sciota, Lieut. Commanding Donaldson to assist the first division of ships to attack Fort Jackson. The enemy's lights, while they discovered our ships to them, were, at the same time, guides to their discovery. The barrier chains were soon passed, the right columns, Fort St. Philip, and the left, Fort

Jackson. The fire became general, the smoke dense, and they had nothing to aim at but the flash of the rebels' guns. It was hard to distinguish friends from foes. Capt. Porter had by arrangement moved up to a certain point on the Fort Jackson side with his gun-boats, and the same post had been assigned to Capt. Swartwout, in the Portsmouth, to engage the water batteries to the southward and eastward of Fort Jackson, while his mortar vessels poured a terrific fire of shells into it. A fire raft was discovered coming down upon them, and in attempting to avoid it, it ran the flag ship Hartford on shore, and the ram Manassas, which had not been seen, lay on the opposite of them, and pushed it down upon them. The Hartford was soon on fire half way up to her top, but was backed off, and through the good organization of the fire department, and the great exertions of Captain Wainwright and his first lieutenant, officers, and crew, the fire was soon extinguished. In the mean time their battery was never silent, but poured in its missiles of death into Fort St. Philip, opposite to which he had got by this time, and it was silenced, with the exception of a gun now and then. By this time the enemy's gun-boats, some thirteen in number, besides two iron-clad rams, the Manassas and Louisiana, had become more visible. The vessels took them in hand, and in a short time destroyed eleven of them. She was now fairly opposite the forts, and the victory was ours, but still here and there a gun-boat making resistance. Two of them had attacked the Varuna, which vessel by her greater speed was much in advance. They ran into her, and caused her to sink, but not before she had destroyed her adversaries, and their wrecks now lie side by side. Captains Bailey and Bell, who were in command of the second division of

gun-boats, were as active in rendering assistance in every direction as lay in their power. Just as the scene appeared to be closing, the *Manassas* was seen coming under full speed to attack them. Capt. Smith was directed, in the *Mississippi*, to turn and run her down; the order was instantly obeyed by the *Mississippi* turning and running at her at full speed. Just as they expected to see the ram annihilated, when within fifty yards of each other, she put her helm hard-a-port, dodged the *Mississippi*, and ran ashore. The *Mississippi* poured two broadsides into her, and sent her drifting down the river a total wreck. On account of the dense smoke from guns and fire rafts, it was impossible for the flag officers to see how each vessel was conducting itself. Captain Bailey, who had preceded the *Hartford* up to the quarantine station, had captured the *Chalmette* regiment, Col. Szymanski, and not knowing what to do, as every moment was a great loss, both officers and men were paroled, their arms taken away, and munitions of war and public property secured, and the officers were ordered to remain there until the following day. Gun-boats were sent to precede Flag Officer Farragut up the river, to cut the telegraph wires in different places. Upon looking around for the fleet, the *Itasca*, *Winona*, and *Kennebec* were missing. There were various opinions as to their fate, whether they had been sunk on the passage or had put back. Flag Officer Farragut, therefore, immediately sent Captain Boggs, whose vessel was now sunk, through the quarantine bayou, around to Commander Carter, telling him of their safe arrival, and to demand the surrender of the forts, and to endeavor to get some tidings of the missing vessels; he also sent a message to Gen. Butler, telling him that the way was clear for him to land the

forces through the quarantine bayou in accordance with previous arrangements, and that he should have gun-boats there to protect him against the enemy, who had now three or four gun-boats left at the forts; the Louisiana, an iron-clad battery of sixteen guns, the McRea, very similar in appearance to one of our gunboats, and armed very much in the same way, the Defiance, and a river steamer, Transport. The fleet then proceeded up to New Orleans, leaving the Wissahickon and Kineo to protect the landing of General Butler's troops. Owing to the slowness of some of the vessels, and their want of knowledge of the river, they did not reach the English Turn until about 10.30 A. M. on the 25th, but all the morning they had seen abundant evidence of the panic which had seized the people in New Orleans. Cotton-loaded ships on fire came floating down and working implements of every kind such as are used in ship yards. The destruction of property was awful. They soon descried the new earthwork forts on the old lines on both shores. The fleet now formed and advanced in two lines, each line taking its respective work. Captain Bailey was still far in advance, not having noticed the signal for close order, which was to enable the slow vessels to come up. They opened on him a galling fire, which caused the Hartford to run up to his rescue. This gave them the advantage of a raking fire upon them for upwards of a mile with twenty guns, while the Hartford had but two 9-inch guns on her fore-castle to reply to them. It was not long before she was enabled to bear away, and give the forts a broadside of shell, shrapnel, and grape, the Pensacola at the same time passing up and giving a tremendous broadside of the same kind to the star-board fort, and by the time the Brooklyn could be

reloaded Captain Craven passed between them and the battery, and delivered her broadside and shut them out. By this time the other vessels had gotten up and ranged in one after another, leaving their broadsides in spiteful revenge for their ill treatment of the little Cayuga. The forts were silenced, and those who could run were running in every direction. The flag ship now passed up to the city and anchored immediately in front of it, and Captain Bailey was sent on shore to demand the surrender of it from the authorities, to which the mayor replied that the city was under martial law and that he had no authority. General Lovell was present and stated that he should deliver up nothing, but in order to free the city from embarrassment he would restore the city authorities, which he did. Farragut then seized all the steamboats and sent them down to quarantine for General Butler's forces. Among the number of these boats was the famous Tennessee, which our blockaders had so long been watching, but which never got out. The levee of New Orleans was one scene of desolation. Ships, steamers, cotton, coal, etc., were all in one blaze, and it was with difficulty that they could avoid the floating conflagration. On the evening of the 29th Captain Bailey arrived from below with the gratifying intelligence that the forts had surrendered to Commander Porter, and had delivered up all public property and were being paroled, and the navy had been made to surrender unconditionally, as they had conducted themselves with bad faith, burning and sinking their vessels while a flag of truce was flying and the forts negotiating, and the Louisiana, their great iron-clad battery, blown up almost alongside of the vessel in which they were negotiating; hence their officers were not paroled, but sent home

to be treated according to the judgment of the government. General Butler came up the same day, and arrangements were made for bringing up his troops. Farragut then sent on shore and hoisted the American flag on the custom house, and hauled down the Louisiana State flag from the city hall, as the mayor had avowed that no man in New Orleans dared to haul it down, March 23 to April 26, 1862.

The following is a list of rebel vessels which participated in and were destroyed in the engagement at Forts Jackson and St. Philip, when passed by Flag Officer D. G. Farragut on the morning of April 24, and at New Orleans, April 25, 1862 :

C. S. NAVY VESSELS.—Louisiana, Iron-clad, 16 guns. 200 men. Commander Mitchell.

Manassas, Iron-clad, 1 gun. 30 men. Commander Worley.

McRae, Steamer, 8 guns. 130 men. Commander Huger.

Governor Moore, Steamer, 3 guns. 93 men. Commander Kennon.

General Quitman, Steamer, 2 guns. 90 men. Commander Grant.

Jackson, Steamer, 2 guns. 75 men. Commander Renshaw.

STATE GUNBOATS.—Lovell, Steamer, 1 gun. 75 men.

Warrior, 2 guns. 75 men. Commander Stevenson.

Resolute, 2 guns. 70 men. Commander Hooper.

Reliance, 2 guns. 75 men.

Breckinridge, 1 gun. 53 men.

Stonewall Jackson, 1 gun. 72 men.

Galveston, 2 guns. 75 men.

Anglo-Norman, 2 guns. 80 men.

Star, 1 gun. 40 men.

CAPTURED AT NEW ORLEANS.—Mississippi, Iron-clad, 20 guns. Not completed. Burnt.

Anglo-Norman, Iron-clad, 1 gun. Set on fire and sunk.

Three Rams, building at Algiers.

New York Yacht Club offer their squadron to the government of the United States for war vessels, April 30, 1861.

The yachts Henrietta, James Gordon Bennett, Jr., and Hope, T. P. Ives, Esq., of Providence, R. I., were accepted by the Treasury Department as revenue cutters, and their owners appointed lieutenants in command of their respective vessels, May 15, 1861.

Niagara, S., 15 guns. 4,582 tons. Built by George Steers at Brooklyn Navy Yard, 1855.

Sailed from Boston, April 26, 1861.

Arrived at New York, April 28, 1861.

Sailed from New York, May 5, 1861.

Arrived off Charleston, May 10, 1861.

Sailed from off Charleston, May 14, 1861.

Arrived at Havana, May 19, 1861.

Sailed from Havana, May 22, 1861.

Arrived at Fort Pickens, May 25, 1861.

Sailed from Fort Pickens, May 28, 1861.

Arrived at Mobile, May 28, 1861.

Sailed from Mobile, June 11, 1861.

Arrived at Fort Pickens, June 12, 1861.

Sailed from Fort Pickens, July 3, 1861.

Arrived at Key West, July 8, 1861.

Sailed from Key West, July 10, 1861.

Arrived at Cienfuegos, July 14, 1861.

Sailed from Cienfuegos, July 15, 1861.

Arrived at Key West, July 20, 1861.

Sailed from Key West, July 28, 1861.
Arrived at Fort Pickens, July 31, 1861.
Sailed from Fort Pickens, Aug. 4, 1861.
Arrived at Mobile, Aug. 5, 1861.
Sailed from Mobile, Aug. 5, 1861.
Arrived at South West Pass, Aug. 6, 1861.
Sailed from South West Pass, Sept. 23, 1861.
Arrived at Pass a l'Outre, Sept. 24, 1861.
Sailed from Pass a l'Outre, Oct. 2, 1861.
Arrived at South West Pass, Oct. 2, 1861.
Sailed from South West Pass, Oct. 9, 1861.
Arrived at Fort Pickens, Oct. 10, 1861.
Sailed from Fort Pickens, Oct. 15, 1861.
Arrived at South West Pass, Oct. 16, 1861.
Sailed from South West Pass, Nov. 14, 1861.
Arrived at Pass a l'Outre, Nov. 14, 1861.
Sailed from Pass a l'Outre, Nov. 14, 1861.
Arrived at Ship Island, Nov. 15, 1861.
Sailed from Ship Island, Nov. 16, 1861.
Arrived at Fort Pickens, Nov. 17, 1861.
Sailed from Fort Pickens, Dec. 20, 1861.
Arrived at Ship Island, Dec. 21, 1861.
Sailed from Ship Island, Jan. 30, 1862.
Arrived at Pass a l'Outre, Jan. 31, 1862.
Sailed from Pass a l'Outre, Jan. 31, 1862.
Arrived at South West Pass, Feb. 1, 1862.
Sailed from South West Pass, Feb. 5, 1862.
Arrived at Galveston, Feb. 7, 1862.
Sailed from Galveston, Feb. 11, 1862.
Arrived at South West Pass, Feb. 13, 1862.
Sailed from South West Pass, Feb. 13, 1862.
Arrived at Pass a l'Outre, Feb. 14, 1862.
Sailed from Pass a l'Outre, Feb. 14, 1862.
Arrived at Ship Island, Feb. 15, 1862.
Sailed from Ship Island, March 3, 1862.

Arrived at Mobile, March 3, 1862.

Sailed from Mobile, March 4, 1862.

Arrived at Apalachicola, March 5, 1862.

Sailed from Apalachicola, March 6, 1862.

Arrived at E. P. Apalachicola, March 6, 1862.

Sailed from E. P. Apalachicola, March 7, 1862.

Arrived at Key West, March 10, 1862.

Sailed from Key West, May 2, 1862.

Arrived at Key West, May 6, 1862.

Sailed from Key West, June 4, 1862.

Arrived at Boston, June 12, 1862.

Put in commission at Boston, Oct. 13, 1863.

Sailed from Gloucester, Mass., in search of the Chesapeake, Dec. 11, 1863.

Arrived at New York, Dec. 23, 1863.

Sailed in quest of the Italian ship *Re Galantuomo*, March 18, 1864.

Returned to New York, April 2, 1864.

Nightingale, Ship, 4 guns. 1,000 tons. Purchased at U. S. Marshal's sale. C. \$13,000.

At the mouth of the Mississippi when the rebel fleet attack the Union flotilla at the Head of the Passes [see Head of the Passes], Oct. 12, 1861.

Coal ship of the West Gulf Squadron, 1863-4.

Nina, S., 2 guns. 350 tons. Building at Chester, Pa., 1864.

Nippon, S., 9 guns. 475 tons. P. Built by R. B. Forbes, Boston, 1863.

Put in commission at Boston, April, 1863.

Chases on shore and destroys the blockade runner *Hebe*. The *Nippon* lost two boats and fifteen men in the attempt to fire the wreck, Aug. 18, 1863.

Captures the *Ella* and *Annie*, B. R. [see *Malvern*], Nov. 9, 1863.

Sailed from Boston, Jan. 7, 1864.

Nipsic, S., 5 guns. 593 tons. Engines by Woodruff & Beach, Hartford, Ct. Launched at Portsmouth, N. H., Navy Yard, June 15, 1863.

Put in commission, Sept. 3, 1863.

Sailed from Boston, Oct. 31, 1863.

Destroys a rebel schooner in Morrell's Inlet, S. C., Jan. 1, 1864.

Nita, S. W., 4 guns. 210 tons. B. R. Captured by the De Soto, Aug. 17, 1863.

Norfolk Harbor, Va., was obstructed by sinking vessels loaded with stones at its entrance, by order of Governor Letcher of Virginia, who issued a proclamation of secession, April 17, 1861.

Norfolk Packet, 5 guns. 349 tons. L. 108, B. 27, D. 17. P. C. \$12,000.

One of Porter's mortar flotilla [see New Orleans, see Mortar Flotilla], April, 1862.

North Carolina, Ship, 6 guns (84-gun ship). 2,633 tons. Built at Philadelphia, 1820. Receiving ship at Brooklyn Navy Yard, 1864.

Norwich, S., 6 guns. 431 tons. L. 137, B. 26, D. 13. P. C. \$43,137.

Enters Winyaw Bay, S. C., with the Albatross, and drives the enemy from a small work on Cat Island, May 21, 1862.

Visits Georgetown, S. C., May 22, 1862.

Boats capture two rebel signal stations near Jacksonville, Fla., Aug. 19, 1863.

Nyack, S., 7 guns. 593 tons. Built at Brooklyn Navy Yard, 1863-4.

Launched, Oct. 6, 1863.

Nyanza, S. W., 6 guns. 203 tons. West Gulf Squadron.

O.

Octorara, S. W., 10 guns. 829 tons. Built at the Brooklyn Navy Yard. Engines by the Neptune Iron Works, N. Y., 1861.

Launched December 7, 1861.

Was intended as the flagship of Porter's mortar flotilla, but she arrived at New Orleans after it had been captured by Flag Officer Farragut, May, 1862.

Attacks the Vicksburg batteries, June 28, 1862.

Captures the Eagle, B. R., May 18, 1863.

Visits Fort Morgan, near Mobile, under a flag of truce, Jan. 5, 1864.

Shells a large steamer aground under the guns of Fort Morgan, Jan. 9, 1864.

Ogeechee River operations. [See Fort McAllister.]

Ohio, Ship, 17 guns, (84-gun ship). 2,757 tons. Built at the Brooklyn Navy Yard, 1820.

Receiving ship at Boston Navy Yard, 1861-2-3-4.

Oleander, S. W., 2 guns. 263 tons. P. Tender to South Atlantic Squadron, 1863.

Oliver H. Lee, Schooner, 2 guns, 1 mortar. 199 tons. L. 100, B. 26, D. 8. P. C. \$8,500.

One of Porter's mortar flotilla, [see New Orleans], April, 1862.

At the Vicksburg batteries, June 28, 1862.

O. M. Pettit, S. W., 2 guns. 165 tons. L. 106, B. 24, D. 7. P. C. \$15,000, 1861.

Tender to South Atlantic Squadron, 1862-4.

Oneida, S., 10 guns. 1,032 tons. Built at the Brooklyn Navy Yard. Engines by Murphy & Co., New York, 1861.

Launched, Nov. 20, 1861.

Sailed from Brooklyn Navy Yard, March 8, 1862.

Attacks and passes Forts Jackson and St. Philip, [see New Orleans,] April 24, 1862.

Destroys the armament of the Chalmette batteries, below New Orleans, after they were passed by Farragut's fleet, April 25, 1862.

Destroys the obstructions in the Mississippi River above Carrollton, Miss., April 27, 1862.

Demands the surrender of Vicksburg, May 18, 1862.

Attacks and passes the Vicksburg batteries, June 28, 1862.

In the attack by the ram Arkansas [see ram Arkansas,] July 15, 1862.

Is passed by the rebel privateer Oreto, or Florida, which runs into Mobile bay, Oct 4, 1862.

Oneco, Iron-clad, 2 guns. 1,034 tons. Built at Cincinnati, 1863-4.

Onondaga, Iron-clad, 4 guns. 1,250 tons, L. B. B.

Built by T. F. Rowland, at the Continental Iron Works, Greenpoint, Long Island, N. Y., under a contract of G. W. Quintard, of New York, 1862-3.

Launched, July 29, 1863.

Went on trial trip down the bay, Feb. 23, 1864.

Put in commission, March 24, 1864.

Sailed, April 21, 1864.

Attached to Admiral Lee's James River flotilla, May 1864.

Ontario, S., 20 guns. 2,200 tons. Hull not commenced. Engines contracted for in 1863.

Onward, Ship, 9 guns. 874 tons. L. 160, B. 33, D. 22. P. C. \$35,718, 1861.

Attacks a small battery on Bull Island, S. C., and on

landing a party to storm it, the garrison fled, April 7, 1862.

On special service in search of privateers, 1863-4.

Orvetta, Schooner, 2 guns, 1 mortar. 171 tons. L. 93, B. 27, D. 7. P. C. \$8,000, 1861.

One of Porter's mortar flotilla [see New Orleans], April, 1862.

Bombards the batteries at Vicksburg, June 28, 1862.

Bombards Port Hudson batteries, May 23, 1863.

Osage, Iron-clad, 2 guns. 523 tons. Built at St. Louis, Mo., 1862-3.

Sends an expedition consisting of twenty men, under the command of Acting Chief Engineer, Thomas Doughty, and Mr. Hobb, who captured and destroyed the rebel steamers *Argus* and *Robert Fulton*, in the Red River, Oct. 17, 1863.

Osceola, S. W., 10 guns. 974 tons. Built at Boston, 1863.

Launched, May 29, 1863.

Sailed from Boston convoying the *Canonicus*, April, 22, 1864.

Arrived at New York, April 25, 1864.

Attached to Admiral Lee's James River flotilla, May, 1864.

Ossipee, S., 13 guns. 1,240 tons. Built at the Portsmouth Navy Yard. Engines by the Reliance Machine Co., Mystic, Ct., 1861.

Launched, Nov. 16, 1862.

Captures the steamers *James Battle* and *Wm. Bagley*, B. R., June 17, 1863.

Otsego, S. W., 10 guns. 974 tons. Built at New York, 1863.

Launched, March 31, 1863.

Ottawa, S., 5 guns. 507 tons. Built by J. A. Westervelt & Son. Engines by the Novelty Iron Works, N. Y., 1861.

At Port Royal, [see Port Royal, S. C.], Nov. 7, 1861.

On the expedition to Warsaw Sound, Dec. 5, 1861.

In Savannah River, [see Savannah River,] Jan. 28, 1862.

At the capture of Fernandina, Fla., [see Fernandina, Fla.,] March 4, 1862.

Attacks Fort Wagner, [see Fort Wagner,] July 18, 1863.

In the attack upon Fort Wagner, [see Fort Sumter, second attack,] Aug. 17, 1863.

Ouachita, S. W., 14 guns. 720 tons. Mississippi Squadron, 1863.

Owasco, S., 5 guns. 507 tons. Built by Maxon, Fish & Co., at Mystic, Ct. Engines by the Novelty Iron Works, N. Y., 1861.

One of the steam division of Porter's mortar flotilla, [see New Orleans,] April, 1862.

Attacks the Vicksburg batteries, June 28, 1862.

Assists in the capture of Galveston, Texas, Oct. 9, 1862.

Attacked by the rebel flotilla in Galveston Bay, Texas, 1 killed and 14 wounded, [see Galveston, Texas,] Jan. 1, 1863.

Destroys the steamer West Florida, B. R., May 10, 1863.

Ozark, Iron-clad, 2 guns. 578 tons. Built at Mound City, 1863.

Went on trial trip, Sept. 18, 1863.

Sailed from St. Louis, Mo., Feb. 5, 1864.

P.

Pampero, Ship, 6 guns. 1,375 tons. L. 202, B. 38, D. 19. P. C. \$29,000, 1861. West Gulf Squadron.

Panola, S., 5 guns. 507 tons. Built at Baltimore, Md., by J. J. Abrahams. Engines by Charles Reeder, Baltimore, Md., 1861.

Aids in the destruction of the obstructions in the river below Forts Jackson and St. Philip, April 20, 1862.

Attacks and passes Forts Jackson and St. Philip, [see New Orleans,] April 24, 1862.

Passes the batteries at Vicksburg, June 28, 1862.

Shells a large steamer under the guns of Fort Morgan, Jan. 9, 1864.

Pansy, S. W., 1 gun. 50 tons. Tender to Mississippi Squadron, 1862-3-4.

Para, Schooner, 2 guns, 1 mortar. 190 tons. L. 98, B. 24, D. 9. P. C. \$10,500, 1861.

One of Porter's mortar flotilla, [see New Orleans,] April, 1862.

Passaconaway, Iron-clad, 4 guns. 3,200 tons. To be built at the Portsmouth Navy Yard, 1864.

Passaic, Iron-clad, 2 guns. 844 tons. Built at the Continental Iron Works, by T. F. Rowland, 1862.

Launched, Sept., 1862.

Put into commission, Nov. 25, 1862.

Accompanied by the Marblehead, makes a reconnoissance to Thunder Battery, Ga., Feb. 1863.

Attacks Fort McAlister, and remains under fire eight consecutive hours [see Fort McAlister], March 3, 1863.

In the attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Arrives at New York for repairs, May, 1863.

Sails from New York for Charleston, S. C., July 20, 1863.

Arrives at Charleston, S. C., July 25, 1863.

Flag ship at the attack upon Forts Wagner and Sumter [see Fort Sumter, second attack], Aug. 17, 1863.

Participates in the attack upon Fort Sumter by night [see Fort Sumter, night attack], Aug. 23, 1863.

Patapsco, Iron-clad, 2 guns. 844 tons. Built at Wilmington, Del. City, 1863.

Launched, 1862.

Attacks Fort McAllister, Ga. [see Fort McAllister], March 3, 1863.

In the attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Attacks Fort Wagner [see Fort Wagner], July 18, 1863.

Attacks Fort Sumter [see Fort Sumter, second attack], Aug. 17, 1863.

One of the fleet which engages Fort Sumter at night [see Fort Sumter, night attack], Aug. 23, 1863.

Paul Jones, S. W., 7 guns. 863 tons. Built by J. J. Abrahams, at Baltimore, Md. Engines by Reany, Son & Archibald, Chester, Penn., 1861-2.

Launched, January 30, 1862.

Co-operates with Gen. Brannan's forces in an expedition to destroy the railroad bridges near Pocotaligo, S. C., Oct. 22, 1862.

In the attack upon Fort Wagner [see Fort Wagner], July 18, 1863.

Paul Jones, Jr., S. W., 1 gun, 30 tons. This craft is the launch of the Paul Jones, converted into a steamer by the introduction of a donkey engine captured

on the coast. She is very serviceable in performing picket and dispatch duty for the larger vessel of that name, 1863-4.

Patroon, S. 5 guns. 183 tons. L. 113, B. 22, D. 7. P. C. \$15,000, 1861.

Attached to the Pocotaligo expedition, Oct. 22, 1862.

Pawnee, S., 11 guns. 1,289 tons. Built at Philadelphia Navy Yard, 1858.

Arrived off Charleston bar to aid in reinforcing Fort Sumter, in company with the Pocohuntas, Harriet Lane, and transport Baltie, April 12, 1861.

Tows the Cumberland from Norfolk Harbor, at the time of the destruction of the Gosport Navy Yard, April 20, 1861.

Moored off the town of Alexandria, Va., her guns commanding the principal streets, May 13, 1861.

Attacks Aquia Creek battery, June 2, 1861.

Attacks the rebel battery at Mathias Point, Va., in company with the Thos. Freeborn, Resolute, and tender James Guy. After a short engagement, a detachment of forty sailors were landed, who brought off a quantity of stores, &c.; the Union shells holding in check about six hundred rebel troops, June 24, 1861.

Attacks the Mathias Point battery again, in company with the Thos. Freeborn. Commander James H. Ward, of the latter vessel, was killed, and eight seamen wounded, June 27, 1861.

At Hatteras Inlet [see Hatteras Inlet], Aug. 29, 1861.

Sends a boat expedition, which destroys Fort Ocracoke, on Beacon Island, N. C., Sept. 15, 1861.

At Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

Makes a reconnoissance up St. Helena Sound and Ashepoo River, Nov. 27, 1861.

At the capture of Fernandina [see Fernandina], March 4, 1862.

Attacked by the enemy near Fort Trumbull, Stono River, S. C. She was struck thirty-nine times, but suffered lightly in her *personnel*, only four being wounded, July 16, 1863.

Paw Paw, S. W., 8 guns. 175 tons. Mississippi Squadron.

Pawtuxet, S. W., 10 guns. 974 tons. Built at Providence, R. I., 1863.

Sailed from Providence, R. I., for New York, April 17, 1864.

Pembina, S., 5 guns. 507 tons. Built by Thomas Stack, at New York. Engines by the Novelty Iron Works, N. Y., 1861.

Went into commission, Nov. 3, 1861.

At Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

Makes a reconnoissance up St. Helena Sound, Nov. 27, 1861.

On the expedition to Warsaw Sound, Ga., Dec. 5, 1861.

At the capture of Fernandina [see Fernandina, Fla.], March 4, 1862.

Penguin, S., 7 guns. 389 tons. L. 155, B. 30, D. 9. P. C. \$75,000, 1861.

At Port Royal [see Port Royal, S. C.], Nov. 7, 1861.

At the capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

At Musquito Inlet expedition. Lieut. Commander Budd killed, March 21, 1862.

Penobscot, S., 5 guns, 507 tons. Built by C. P. Carter, at Belfast, Me. Engines by the Allaire Iron Works, N. Y. City, 1861.

Rescues the crew of the U. S. Steamer Columbia, wrecked on the coast of North Carolina, Jan. 14, 1863.

Chases on shore the Kate, B. R., July 1863.

Pensacola, S., 24 guns. 2,158 tons. Built at Pensacola, 1858.

Towed to Washington Navy Yard to have her engines put in, 1860.

Runs the rebel batteries on the Potomac River, Dec., 1861.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

After her arrival at New Orleans was found to be possessed of such a poor engine as not to be reliable, and she was stationed off the city as the flag ship of that station. She remained there during 1862-4.

Arrived at New York for repairs, April 22, 1864.

Pensacola Navy Yard surrendered by its commanding officer, April, 1861.

William Conway, an aged seaman, was rewarded by the Navy Department of the U. S. for indignantly refusing to haul down the stars and stripes at the Navy Yard when ordered to do so by Lieut. B. F. Renshaw, April 24, 1861.

Dry dock, which was intended by the rebels to be sunk as a harbor obstruction, burned to the water's edge, Sept. 3, 1861.

Bombarded, as well as Forts McRae and Barrancas, Nov. 22, 23, 1861.

Peoria, S. W., 10 guns. 974 tons. Built at the Brooklyn Navy Yard, 1863.

Launched, Oct. 29, 1863.

Peosto, S. W., 14 guns. 233 tons. Mississippi Squadron, 1863.

Pequot, S., 11 guns. 593 tons. Built at Boston, 1863.

Launched, June 6, 1863.

Put in commission at Boston, Jan. 15, 1864.

Went on trial trip, Jan. 16, 1864.

Sailed from Boston, Feb. 5, 1864.

James River flotilla, May, 1864.

Perry, Brig, 9 guns. 280 tons. Built at the Gosport Navy Yard, 1843.

Captures the rebel privateer Savannah off Charleston, S. C., May 3, 1861.

Peterhoff, S., 7 guns. 1,200 tons. Captured by the Vanderbilt, Feb. 25, 1863.

Purchased by the Navy Department, Sept. 10, 1863.

Put in commission at the Brooklyn Navy Yard, Feb., 1864.

Sailed from New York, Feb. 24, 1864.

Sunk by collision with the Montgomery off the coast of North Carolina, March 6, 1864.

Petrel, S. W., 8 guns. 226 tons. Mississippi Squadron, 1862.

At Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

At Yazoo City [see Yazoo River expedition], May 21, 1863.

With the Forest Rose captures the rebel steamer Elmira in the Texas River, July, 1863.

Philadelphia, S. W., 2 guns. 500 tons. P. 1861.

(Flag ship) arrived at Hatteras Inlet with Flag Officer L. M. Goldsborough on board, who, with General Burnside, made a joint attack upon Roanoke Island [see Roanoke Island], Jan. 13, 1861.

Flag ship, at times, of the South Atlantic Squadron under Admiral Dahlgren, 1862-4.

Philippi, S. W., 2 guns. 311 tons. P. At Boston, 1863-4.

Put in commission at Boston Navy Yard, April 25, 1864.

Pilgrim, S., 2 guns. 170 tons. Building at Wilmington, Del., 1864.

Pink, S., 1 gun. 184 tons. P. Fitted at New York for the West Gulf Squadron, 1864.

Pinta, S., 2 guns. 350 tons. Building at Chester, Pa., 1864.

Piscataqua, S., 20 guns. 2,200 tons. Hull not commenced. Engines contracted for in 1863.

Pittsburg, Iron-clad, 14 guns. 512 tons. Mississippi Squadron, 1861.

Attacks Fort Donelson [see Fort Donelson], Feb. 14, 1862.

Attacks Island No. 10, March 17, 1862.

At Pittsburg Landing, April 6, 1862.

Runs the blockade of the Tennessee River batteries near Island "No. 10," April 8, 1862.

Runs the Vicksburg batteries [see Admiral Porter's fleet], April 16, 1863.

Leads the attack at the capture of Grand Gulf, Miss., April 29, 1863.

At the capture of Fort De Russy, May 9, 1863.

Pittsburg Landing. The enemy attacked the Union forces at that place, driving their left flank to the river's bank, when the Carondelet, Tyler, and Lexington came up and drove the rebels off in less than ten minutes after opening fire upon them, April 6, 1862.

Planter, S. W., 2 guns. 200 tons. She was a Confederate steamer employed in transporting guns in Charles-

ton harbor, and was seized by her colored crew, headed by Robert and William Small, who brought her out to the U. S. blockading fleet off Charleston Bar, and surrendered her as a prize, May 13, 1862. Was transformed into a gunboat, and in company with the *Crusader* attacks an encampment of rebels near Simmon's Bluff, S. C., dispersing them, June 21, 1862.

Attached to the Pocotaligo expedition, Oct. 22, 1862. Transferred to the War Department, 1863.

Pocahontas, S., 7 guns. 649 tons. Purchased in 1855.

Arrived off Charleston Bar to aid the *Pawnee*, *Harriet Lane*, and transport *Baltic* in reinforcing and relieving Fort Sumter, April 13, 1861.

At Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

Assists in the capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

Visits Brunswick, Ga., March 9, 1862.

Boat's crew attacked near Brunswick, Ga. Two men were killed and seven wounded. The remainder escaped to the vessel amid a volley of bullets, after having refused to surrender to the guerillas. The *Pocahontas*, *Mohican*, and *Potomska* opened fire on the rebels and drove them into the bush, March 11, 1862.

Attacks the rebel fortifications on the Black River, and drove off the enemy. She was assisted by a crew from the *Gem of the Seas*, in the tug *Treaty*, Aug. 14, 1862.

Captures the steamer *Antonica*, B. R., Jan. 8, 1863.

Port Hudson. On the morning of the 13th of March, 1863, Rear Admiral Farragut, after seeing that all proper arrangements had been made for battle, his

general order, etc., having been previously written and delivered to each commanding officer for his guidance in passing Port Hudson, had a consultation with General Banks in the morning, and he had informed the Admiral that he was ready to move against Port Hudson immediately and attack the place if he found it practicable. At 4 p. m. the troops were signalled to get under way, and proceeded up the river to near Profit's Island. Early the next morning, on the 14th, they proceeded on to the head of Profit's Island, where they found the Essex and the mortar boats all lying ready for their work. All the commanders were called on board, and Commander Caldwell consulted as to the batteries, his information connected with the place, and the character of the steamers above. They were five in number, two cotton rams and the others river steamers, transports, etc. Admiral Farragut directed the mortar boats to commence firing in order to get their ranges, which they did; but finding the distance too great, he directed them to move half a mile nearer. The gunboats were assigned to the ships according to their speed, giving the Richmond, she being the slowest, the Genesee, she being the most powerful and fastest gunboat. At 5 p. m. (14th) a dispatch was received from General Banks announcing that his command was at the cross roads, and all ready to move upon Port Hudson. At 9 p. m. the signal was given "to weigh," but from some cause or other the Mississippi and Monongahela did not come up to their stations, although they answered the signal. At 10 p. m. the tug Reliance came alongside and was sent to order them to close up, and as soon as the vessels could be seen in position, went ahead. The instructions to Commander Caldwell were not to open fire until the

enemy first opened fire upon him. The lookout threw up rockets, and a battery soon opened upon them about 11.20 P. M., but did not answer the broadside. Commander Caldwell of the Essex now opened in fine style, and the mortar boats did their duty in the most handsome manner, keeping up their fire until two or three o'clock in the morning. This ship moved up the river in good style, Captain Palmer governing with excellent judgment her fire according to circumstances, stopping when the smoke became too dense to see, and re-opening whenever a fresh battery fired upon them, but their batteries were always silenced when the flag ship fired. At last the current from around the point took the Hartford on the bow and threw her around almost on shore, but by backing the Albatross, and going ahead on the Hartford, she was soon headed up the river. The upper batteries now opened on her, and she could only reply with the two guns on the poop, a 9-inch and a 30-pounder Parrott rifle; but they both did their duty well. When the Hartford rounded the bend she could see the Richmond, and it was supposed that she was following her in good style, as the effect of her broadside upon the batteries could be seen. But great was the surprise when it was found that she did not come up after the Hartford rounded the point. A vessel was soon seen on fire, and apparently grounded which proved to be the Mississippi. The firing ceased about 2 A. M., and near 4 A. M. (15th) the burning vessel blew up with a great explosion. The Albatross, being the most vulnerable of the gunboats, and her speed being about equal to the Hartford's, was assigned to her. Although it was not in Lieut. Commander Hart's power to do much, he did all he could, and when he could bring a gun to bear ahead or astern or

on the port side, it was instantly fired. She suffered to the same extent as the Hartford, losing one man and nine wounded. The following vessels were engaged: Hartford, Richmond, Mississippi, Monongahela, Genesee, Albatross, Kineo, Essex, Sachem, and a division of mortar vessels, March 15, 1863.

Pocotaligo Expedition. The following vessels participated in the operations: Paul Jones (flag ship), Conne-maugh, Wissahickon, Patroon, Uncas, Marblehead, Vixen, Water Witch, and Planter, Oct. 22, 1862.

Pompanoosuc, S., 14 guns. 3,200 tons. Building at Boston Navy Yard, 1863.

Pontiac, S. W., 10 guns. 974 tons. Built at Philadelphia, Pa., 1864.

Pontoosuc, S. W., 10 guns. 974 tons. Built at Portland, Me., 1864.

Poppy, S., 2 guns. 93 tons. Tender North Atlantic Squadron, 1864.

Porter's Mortar Flotilla. [See Mortar Flotilla.]

Port-Fire, S., 1 gun, 103 tons. Built at Portsmouth Navy Yard for a powder tug, 1864.

Port Royal, S. W., 8 guns. 805 tons. Built by Thomas Stack at New York, machinery by Novelty Iron Works, 1861-2.

Launched, Jan. 17, 1862.

Attacks Sewall's Point battery, May 8, 1862.

Ordered up the James River, May 9, 1862.

Attacks Fort Darling [see Fort Darling], May 15, 1862.

Port Royal, S. C. [expedition]. The naval and military expedition against Port Royal, S. C., sailed from Annapolis, Md., Oct. 27, 1861.

Sailed from Hampton Roads, Oct. 29, 1861.

The object of the capture of Port Royal harbor, S. C., was for the purpose of establishing at that point a grand and central army and navy depot, on a part of the coast accessible and convenient to the Union forces. The expedition was under the command of Flag Officer S. F. Dupont, U. S. N., and Brigadier-General Sherman. The fleet sailed from Hampton Roads on the 29th of October, 1861, and with the army transports numbered 50 vessels, having on board about 15,000 troops. On the 1st of November the fleet experienced a very severe gale. The *Isaac Smith* had to throw her armament overboard to prevent foundering. The transport *Governor*, with a battalion of marines on board, went down, all but seven persons saved.

On Monday, Nov. 4, the flag ship *Wabash* anchored at Port Royal bar, with about twenty-five vessels in company, the remainder of the fleet arriving during the afternoon and the following day. On Tuesday, 5th, the *Wabash* crossed the bar, followed by the *Susquehanna*, *Atlantie*, *Vanderbilt*, and other vessels of heavy draft. During the day, while near Fishing Rip Shoals, the *Wabash* grounded, and before she was released it was too late to begin the engagement. On Wednesday, 6th, a gale from the S. W. compelled the fleet to remain inactive, and the attack was postponed until the following day.

On Thursday, 7th of November, Forts Walker and Beauregard were engaged, and captured after an action of about four hours in duration. The *Wabash* opened her fire at 9.26 A. M., the fleet joining in as they passed by the works. At 2.30 P. M. Commander John Rodgers (on the staff of Flag

Officer Dupont) with a boat's crew of the Wabash, hoisted the stars and stripes over Fort Beauregard. The troops were disembarked in a few hours afterwards, and at 8 p. m. the work was formally turned over by the navy to the army. The works contained forty-three pieces of cannon. Union loss, eight killed, six seriously wounded, seventeen slightly wounded, total casualties, thirty-one. The following vessels participated in the attack: Wabash (flag ship), Susquehanna, Mohican, Seminole, Pawnee, Unadilla, Ottawa, Pembina, Vandalia, Isaac Smith, Pocahontas, Bienville, R. B. Forbes, Mercury, Augusta, Penguin, Seneca, Curlew. [Fort Walker was occupied on the morning of the 8th of Nov.], Nov. 7, 1861.

Portsmouth, Sloop of war. 20 guns. 1,022 tons. Built at the Portsmouth Navy Yard, 1843.

Sailed from Portsmouth, N. H., for a cruise on the west coast of Africa, May 23, 1859.

Attacks Forts Jackson and St. Philip while Farragut's fleet passes above them and up the river, April 24, 1862.

Potomac, Frigate, 32 guns. 1,726 tons. Built at Washington Navy Yard, 1821.

Store ship of the West Gulf Squadron, 1862-4.

Potomac Flotilla, organized to keep that river clear, and protect the transports going to and from Washington, May 9, 1861.

Potomska, S., 6 guns. 287 tons. L. 137, B. 20, D. 8. P. C. \$33,000, 1861.

Savannah River expedition [see Savannah River], Jan. 28, 1862,

At the capture of Fernandina, Fla. [see Fernandina, Fla.]. March 4, 1862.

At Brunswick, Ga., March 9, 1862.

Powhatan, S. W., 21 guns. 2,415 tons. Built at the Gosport Navy Yard, 1850.

Captures the *Mary Clinton*, B. R., from Charleston, S. C., bound to New Orleans, May 31, 1861.

While lying at the South West Pass (mouth of the Mississippi), on the 13th of August, the lookout at the masthead descried the masts of a vessel, about twenty miles off, bearing N. W. It being late in the evening, nothing could be done; but at early daylight Commander B. D. Porter, now Rear Admiral, sent off an armed boat, under command of Lieut. Queen, with orders to steer N. W. until he made a vessel under sail or at anchor. After steering in the direction indicated for five or six hours, with a fresh breeze under sail, Lieut. Queen discovered a large schooner getting under way. A heavy squall came up at the time, and she was for a short period lost to view; but, coming in sight again, the boat gave chase under oars and sails. When she got within range of the schooner (which was crowding all sail and trying to escape), a discharge of rifles was fired at her, and, after a close shot or two at the man at the wheel, the schooner hove to and surrendered. She proved to be the *Abbie Bradford* of Boston, a prize to the *Sumter*. Her papers were secured, and by evening she was lying at anchor near the *Powhatan*. Among the papers were letters from the commander of the *Sumter* and her officers, giving some idea of her future movements, and indicating that her cruising ground was to be down on the Spanish Main. In two or three hours the schooner had a

prize crew on board, and the Powhatan was off for Pensacola, to notify the flag officer of the Sumter's whereabouts, the Niagara remaining to blockade the South West Pass. On the 14th August, at sunset, she arrived at Pensacola. The captain communicated with Flag Officer Mervine, and in half an hour she was steering south after the Sumter. Rather a lame-duck, the old Powhatan, in her present condition, to send after a clipper steamer; but it will be seen that lame-ducks on occasions get along as well as some that are not lame. There was a high state of excitement on board the Powhatan at the idea of going after the Sumter, and a great deal of satisfaction expressed at getting away from the mouth of the Mississippi, where the ship had lain at anchor three months, all hands nearly starving for a fight.

On the 17th, boarded some American vessels off Cape St. Antonio, and heard that the Sumter had sent another prize, the Joseph Maxwell, into Cienfuegos, on the 7th of August. In consequence of this intelligence, sailed for Cienfuegos, keeping close into the land, and communicating with all the vessels she met. On the 19th arrived at Cienfuegos; sent a boat in to communicate with the consul; found the Joseph Maxwell in his possession; obtained all the information required; and coasted along the southeastern shore of Cuba, chasing and communicating with all vessels seen. Some of these were Americans, and were sure that the Sumter had them, until they saw the stars and stripes.

On the 21st put into Jamaica to coal; heard many contradictory reports about the Sumter, none of which could be relied on, and sailed again on the 25th for Curaçao, so it was supposed. She arrived

at Curaçao on the 29th, and found that the Sumter had left there on the 24th of July, and had (owing to the facilities she received there) been enabled to capture the Joseph Maxwell and Abbie Bradford off Porto Cabello.

A long correspondence ensued between the commander of the Powhatan and the governor of Curaçao, in which the former, in behalf of his government, expressed the great dissatisfaction that would be felt by the United States at the course pursued by the Dutch governor, who seemed to be under the impression that the Union was broken up, and the Sumter was the embodiment of Southern rights and chivalry. Before leaving Curaçao heard that the Sumter had been at Trinidad, and had left there steering west.

Left Curaçao on the 2d September, steering north-east, and arrived in St. Thomas on the 5th of the same month, chasing and boarding vessels on the way, by which we found that the Sumter had not been heard of for some time on the "Spanish Main."

At St. Thomas heard that the Sumter had gone into Surinam (Dutch Guiana) on the 20th of August. Hustled three hundred and fifty tons of coal on board and sailed immediately in chase. On the 10th September communicated with the American consul at Barbadoes, and learned by a mail (that day received) that the Sumter had sailed from Surinam on the 31st August for parts unknown. We remained only an hour at Barbadoes, and shaped our course for Demarara, to see if the Sumter had stopped there, or had turned on her track and gone back to the Caribbean Sea. On the 12th of September communicated with the light-boat at Dema-

rara, and obtained no news of importance; struck out for Surinam, where she arrived on the morning of the 13th. Here was informed that the Sumter had left that port on the 31st of August, having remained there ten days trying to get coal, which the governor and merchants were very much opposed to giving.

The governor of Surinam ordered the Sumter to leave the port in twenty-four hours, but, as she was entirely out of coal, the captain refused to go until he was supplied, and the governor had not the means to make him go, though there was a Dutch and French steamer of war at the time in port.

Previous to entering the port of Surinam the Sumter had gone to Cayenne (French Guiana), but the governor of that place would not permit her to enter or receive supplies of any kind; in consequence of which the Sumter was obliged to proceed to Surinam under sail. Had vessels been sent in pursuit of her at once after her escape from the Brooklyn, or had the Niagara followed her up, instead of stopping the pursuit at Cienfuegos, the Sumter would long before this have been captured.

When the Sumter left Surinam, which she was enabled to do by getting coals from an Englishman (who else would have supplied her?), she anchored outside, lowered her pipe, made all sail, and, under canvas alone, stood to the northwest. This proceeding was intended to humbug the Powhatan, but it did not succeed. The Powhatan's head was put to the southeast, and, after various mishaps to her boilers, having to run under low steam against strong head winds, she arrived on the 21st September in Maranhão, in the empire of Brazil, some six hundred miles to the east of the great Amazon, and

two degrees south of the equator. It was a thick and murky day when she arrived off the mouth of this dangerous river, and there was no prospect of getting a pilot. Her charts were of no account, and there was a prospect of her bringing up on a mud bank ; but, fortunately, she got in, by all the dangers, and towards evening picked up a fisherman pilot, who, after a fashion, took her to anchorage, where at low water she found herself high and dry (almost), the tide rising and falling here eighteen feet.

The American consul came on board at once, though it was dark, and informed the commander that the Sumter had only left the port of Maranham five days ago, having cruized off the mouth of the river until three days previous to the arrival of the Powhatan, to capture an American brig that was daily expected—the Maria; from New York.

There was no little excitement on board the Powhatan at finding how close she had run the Sumter with her damaged old boilers, and five hundred sheets of copper off the bottom ; but there was considerable dejection when it was ascertained that the bird had flown, and the Powhatan could not follow her for want of coal, having only a supply on board for six days.

Orders were, however, issued from headquarters to go ahead and coal up, which, being a slow business in Maranham, we did not get through until six days, the Sumter thus having nine days start of the Powhatan again.

Addresses were made by Captain Semmes to the governor and people of Maranham, in which he used the most specious arguments to prove that after the North had abolished slavery in the Southern States

she would turn her attention to abolishing slavery in the Brazilian empire. Of course the arrival of the Powhatan was looked upon with distrust, and a reward of five hundred dollars (made by an American) to any one who would knock a hole in her bottom, so that she could not follow the Sumter, was received with great favor, the government taking no steps to stop such proceedings.

The Powhatan found out all she wanted to know about the Sumter, what coal she could stow, what was her speed, what number of men, and what kind of crew she had, and where she would likely turn her attention to capture prizes.

Her cruise to Maranham was rather a barren one, having captured no prizes since she fell in with the Abbie Bradford and the Joseph Maxwell, the former recaptured by the Powhatan; the latter given up to the American consul at Cienfuegos.

So irregular indeed did the actions of the governor appear, that the commander of the Powhatan addressed him on the subject, and in such plain terms that he was not left in doubt as to the opinion entertained of his conduct by those on board the ship, or what would be the course of the Government of the United States when it was made acquainted with the actions of the Maranham authorities.

No courtesies passed between the ship and the shore; the commander refused to call on the governor. The party opposed to his Excellency were in high glee at the mistakes he had committed, and were confident that he would be removed by the Brazilian Government the moment the matter was laid before them.

It was a great misfortune that the Powhatan did not find the Sumter in the port of Maranham, for then

she would have taken her despite the ships and batteries of Brazil, and would have demonstrated to the violators of neutrality that there is a law of nature which does not prohibit nations from relieving themselves from a grievous annoyance in any manner they may think proper.

We waited until the mail steamer came in from the south, and the one from Para in the Amazon. From all the accounts gained from these steamers the Sumter could not (without being seen) have gone east, west, or south; and it was supposed by the commander that she had gone to the northeast to lie in wait for vessels bound home from India, the Pacific, and Brazil, all of which pass the equator between the longitude of 32° and 40° , and follow one beaten track to the north and west.

Having taken in all the coal we could (without losing time) the Powhatan left Maranham on the 27th of September, and steered to get into the track of homeward bound Indiamen; all hands hoping that we might find the Sumter somewhere about those regions. But it is a wide belt of water, and it would be a mere chance hitting the precise spot she would go to.

The visit of the Powhatan to Maranham happened at a moment when the interests of the United States were being jeopardized by the stupidity of the governor of the province, the fanatical and ignorant people acting in accordance with the example set them by their superior.

Pow-Pow Battery attacked and captured by the Crusader and E. B. Hale, after a short engagement, April 29, 1862.

Prairie Bird, S. W., 8 guns. 171 tons. Mississippi Squadron, 1862.

Primrose, S. W., 2 guns. 94 tons. P. Potomac Flotilla, 1862-3.

In the Nansemond River operations, April 14, 1863.
Skirmishes with the enemy's cavalry at Tappahannock, Va., June 30, 1863.

Princess Royal, S., 7 guns. 828 tons. Captured by the Unadilla and others off Charleston, S. C., Jan. 29, 1863.

Purchased by the Navy Department and converted into a gunboat, June 28, 1863.

Princeton, S., 10 guns. 990 tons. Rebuilt at Norfolk, 1851.

Receiving ship at Philadelphia, 1861-4.

Preble, Sloop of war, 10 guns. 556 tons. Built at Portsmouth Navy Yard, 1839.

Attacked by the rebel ram Manassas and a flotilla under Commodore Hollins, C. S. N. [see Head of the Passes], Oct. 12, 1861.

Destroyed by fire in Pensacola harbor. She was at the time the guard and store vessel of the station. The fire was the result of carelessness, April 27, 1863.

Prentiss, Miss., bombarded and burned by the Queen of the West and two army transports, Sept. 26, 1862.

Proteus, S., 11 guns. 1,244 tons. P. at New York from Neptune S. S. Co., 1863.

Put in commission at Brooklyn, March 15, 1864.

Returns to New York from a search after the Italian frigate *Re Galantuomo*, March 30, 1864.

Pulaski, S. W., 2 guns. 395 tons. Purchased, 1858.

Condemned and sold at Montevideo, S. A., 1863.

Puritan, Iron-clad, 4 guns. 3,265 tons. Built at the Continental Iron Works, Greenpoint, L. I., by T. F. Rowland, 1863-4.

Pursuit, Bark, 7 guns. 603 tons. L. 144, B. 34, D. 15. P. C. \$22,000, 1861.

Captures the steamer Florida in St. Andrew's Bay, April 4, 1862.

Sends a boat to Gadsdin's Point, Fla., under a flag of truce, when a party of rebels disguised as colored women opened fire upon the boat's crew, killing two and wounding six men. The Pursuit then opened her guns on the treacherous people, March 20, 1863.

Pushmataha, S., 8 guns. 2,200 tons. Hull not commenced. Engines contracted for in 1863.

Privateers.—The President of the United States issued a proclamation to the effect, that all persons captured on board of privateers authorized by the seceded States, or by any State, would be treated as pirates, April 19, 1861.

A joint-stock company was organized in New Orleans to fit out a steam privateer. \$50,000, in gold, was subscribed the first day, May 12, 1861.

Calhoun, of New Orleans, captured the bark Ocean Eagle, May 15, 1861.

William Smith, one of the crew of the privateer Jeff. Davis, convicted of piracy, first case tried, Oct. 25, 1861.

ALABAMA, S., Bark. 8 guns. 1,200 tons—

Sailed from Liverpool, England, Aug. 20, 1862.

Went round to the west coast of Ireland, and took on

board a portion of her armament and stores, Aug. 22, 1862.

Off the Western Islands, Aug. 25, 1862.

Captured the ship *Ocean Rover*.

Captured the schooner *Starlight*.

Captured the bark *Virginia*.

Captured the ship *Vigilant*.

Captured the schooner *Weatherguage*.

Captured the bark *Elisha Dunbar*.

Burned the ship *Benjamin Tucker*.

Burns the ship *Brilliant*, Oct. 3, 1862.

Captures and burns the bark *Wave Crest*, Oct. 7, 1862.

Captured and bonded the ship *Tonawanda*, Oct. 9, 1862.

Burned the ship *Manchester*, Oct. 11, 1862.

Burned the bark *Lamplighter*, Oct. 15, 1862.

Burned the ship *Lafayette*, Oct. 23, 1862.

Burned the schooner *Crenshaw*, Oct. 26, 1862.

Burned the bark *Lauretta*, Oct. 28, 1862.

Captured and bonded the brig *Baron de Castine*, Oct. 29, 1862.

Burned the ship *Levi Starbuck*, Nov. 2, 1862.

Burned the ship *T. B. Wales*, Nov., 1862.

Arrives at Martinique, Nov. 17, 1862.

Left Martinique, Nov. 18, 1862.

Captured the bark *Harriet Spaulding*, Nov. 19, 1862.

Burned the bark *Parker Cook*, Nov. 30, 1862.

Captured and bonded the steamship *Ariel*, Dec. 7, 1862.

Fell in with the United States steamer *Hatteras*, which she sunk. [See *Hatteras*.]

Arrives at Kingston, Jamaica, Jan. 20, 1863.

Leaves Kingston, Jamaica, Jan. 25, 1863.

Burns the *Golden Rule*, Jan. 26, 1863.

Burns the *Chatelaine*, Jan. 27, 1863.

Destroys the Palmetto, Feb. 3, 1863.

Burns the Golden Eagle and the Olive Jane, Feb. 21, 1863.

Burns the King Fisher, March 23, 1863.

Burns the bark Strayer, March 24, 1863.

Burns the C. Hill and Nora, March 25, 1863.

Burns the Louisa Hatch, April 4, 1863.

Takes in supplies at Ponce, P. R., April 7, 1863.

Burns the Lafayette and Kate Cory, April 15, 1863.

Burns the Dorcas Prince, April 26, 1863.

Burns the Sea Lark and Union Jack, May 3, 1863.

At Bahia, Brazil, May 11, 1863.

Leaves Bahia, May 21, 1863.

Burns the Jabez Snow, May 29, 1863.

Captures and converts into a privateer the bark Conrad, June 19, 1863.

Burns the A. Schmidt, July 2, 1863.

Burns the Express, July 6, 1863.

Chases the Ericsson, July 9, 1863.

Boards the Hancock, July 26, 1863.

Arrives at Cape Town, July 27, 1863.

Repairs at Cape Town, July 29, 1863.

Captures the Sea Bride in Table Bay, Aug. 5, 1863.

Leaves St. Simon's Bay, Aug. 15, 1863.

Returns to St. Simon's Bay, Sept. 16, 1863.

Off Java Head, Nov. 16, 1863.

ALEXANDRIA, Steamer—

Seized at Liverpool, April 9, 1863.

ARCHER, Schooner, a fishing smack—

Cuts the Revenue Cutter Caleb Cushing out of Portland Harbor, June 26, 1863.

Captured, with her crew, June 27, 1863.

BOSTON, Steamer—

Captured off the South West Pass by rebels, June 9, 1863.

She captures Texana and Lenox, June 9, 1863.

CALHOUN, Steamer—

Captures schooner Mermaid, May, 1862.

“ schooner John Adams, May, 1862.

“ brig Panama, May 29, 1862.

CHAPMAN, Schooner—

Captured in San Francisco Harbor, March 15, 1862.

CHESAPEAKE, Steamer—

Pirates capture the Chesapeake, Dec. 6, 1862.

Ella and Annie recaptures her, Dec. 17, 1862.

CLARANCE, or COQUETTE, Bark—

Burns the Whistling Wind, June 6, 1863.

Burns the A. H. Patridge, June 7, 1863.

Burns the Mary Alvina, June 9, 1863.

Captures the Tacony, and turns her into a privateer,
June 12, 1863.

Burns the M. A. Shindler and Kate Stuart, June 12,
1863.

She is burned by her crew, June 12, 1863.

ECHO—

Captures John Welsh, July 6, 1862.

“ , schooner Euchartrass, July 8, 1862.

“ S. J. Waring, July 8, 1862.

“ brig Mary E. Thompson, July 9, 1862.

“ schooner Mary Goodell, July 9, 1862.

FLORIDA, S. 8 guns—

Sailed from Liverpool, March 22, 1862.

Arrived at Nassau, N. P., where she remained for
some time getting ready for cruising, April, 1862.

Was formally seized by H. B. M. steamer Greyhound,
but was subsequently released, June 14, 1862.

Sailed from Nassau, and proceeded to Green Cay, one
of the Bahama group, where she took on board her

armament and stores from the British schooner
Prince Alfred, Aug. 9, 1862.
Left Green Cay, Aug. 16, 1862.
Anchored off the Cardenas Keys, Aug. 21, 1862.
Ran through the Union blockading fleet off Mobile,
and entered that port after being hit several times.
Runs out of Mobile, January 17, 1863.
Burns the Estelle, Jan. 17, 1863.
Arrives at Havana, Jan. 19, 1863.
Burns the brig Windward, Jan. 22, 1863.
Destroys the Corris Ann, Jan. 23, 1863.
Captures the ship Washington, Jan. 26, 1863.
Arrives at Nassau, N. P., Jan. 26, 1863.
Leaves Nassau, Jan. 27, 1863.
Burns the Palmetto, Feb. 12, 1863.
Burns the Jacob Bell, Feb. 21, 1863.
At Barbadoes, Feb. 25, 1863.
Captures the schooner Aldebaran, March, 1863.
Captures and converts the Lapwing into a privateer,
March 27, 1863.
Burns the M. J. Colcord, March 30, 1863.
Captures the ship Star of Peace, March 27, 1863.
Burns the Henrietta, April 23, 1863.
Burns the Oneida, April 24, 1863.
Captures the brig Clarence, and converts her into a
privateer, May 6, 1863.
Burns the Crown Point, May 13, 1863.
Burns the Southern Cross, June 6, 1863.
Burns the Red Gauntlet, June 14, 1863.
Burns the B. F. Hoxie, June 16, 1863.
Bonds the V. H. Hill, June 27, 1863.
Burns the W. B. Nash, July 8, 1863.
At Bermuda, July 16, 1863.
Leaves Bermuda, July 25, 1863.
Captures the F. B. Cutting, Aug. 6, 1863.

Off Tuscar, England, Aug. 20, 1863.

Burns the Anglo Saxon, near Kinsale, Aug. 21, 1863.

Enters Brest, France, Sept. 4, 1863.

Detained by the French Government, Sept. 11, 1863.

Bonds the brig Arabella, Jan. 12, 1863.

Burns the ship Commonwealth, April 17, 1863.

Burns the ship Castine, Jan. 25, 1863.

Captures the steamer Electric Spark, July 10, 1864.

Burns the brig Estella, Jan. 17, 1863.

Burns the bark Greenland, July 8, 1864.

Burns the bark Golconda, July 8, 1864.

Burns the General Berry, July, 1864.

Burns the schooner George Latimer, May 18, 1864.

Bonds the schooner Kate Stewart, 1863.

Burns the schooner M. Y. Davis, June 9, 1863.

Burns the schooner Rienzi, July 7, 1863.

Bonds the ship Sunrise.

Burns the brig William C. Clark, June 17, 1864.

Burns the bark Zelinda, July 10, 1864.

GEORGIA, S. 8 guns—

Leaves England, March, 1863.

Burns the Dictator, April 25, 1863.

Bonds the George Griswold, May 8, 1863.

At Bahia, May 13, 1863.

Leaves Bahia, May 28, 1863.

Burns the Amazonia, June 1, 1863.

Burns the Good Hope, June 13, 1863.

Captures the Constitution, June 25, 1863.

Burns the City of Bath, June 28, 1863.

Burns the Prince of Wales, July 16, 1863.

Arrives at St. Simon's Bay, Aug. 16, 1863.

Leaves St. Simon's Bay, Aug. 29, 1863.

Passes Kingston, Jamaica, Sept. 30, 1863.

Arrives at Cherbourg, France, Oct. 30, 1863.

JEFF. DAVIS, Brig. 3 guns—

Captures bark, D. C. Pierce, June, 1861.

“ bark Rowena, June, 1861.

“ schooner Ella.

“ schooner Enchantress, July 13, 1861.

“ brig John Welsh, July 13, 1861.

“ schooner S. J. Waring, July 15, 1861.

“ brig W. McGilvery, July, 1861.

“ schooner J. R. Watson.

LAPWING, Bark. 2 guns—

Spoke the bark Lysander, April 12, 1863.

LEVIATHAN, Steamer—

Captured by rebels, Sept. 21, 1863.

Recaptured by the De Soto, Sept. 22, 1863.

NASHVILLE, Steamer—

Burns ship Harvey Birch, Nov. 19.

“ schooner Robert Gilfillan, Feb. 26, 1862.

Destroyed in the Ogeechee River by the Montauk,
Feb. 28, 1862.

RAPPAHANNOCK, Steam Sloop—

Arrived at Calais, France, from Sheerness, England,
Nov. 26, 1862.

REBEL RAMS—

One launched at Liverpool, July 4, 1862.

Another launched at Liverpool, Aug. 29, 1862.

Seized by British Government, Oct. 10, 1862.

Rebel French Rams seized by French Government,
Nov. 7, 1862.

RETRIBUTION, Schooner. 2 guns—

Chases the Mercedita and West Wind, Jan. 4, 1863.

J. P. Elliot, a prize to the R., recaptured, Jan. 19,
1863.

Burns schooner Hanover, Jan. 31, 1863.

Captured the schooner *Emily Fisher*, March 1, 1863.
Condemned at Havana, March 4, 1863.
Seized at New York, Aug. 1, 1863.
Sold at New York, Nov. 9, 1863.

SAVANNAH, Schooner. 1 gun—

Brig *Joseph Myers*, May 25, 1861.

Captured by the brig *Perry*, June 5, 1861.

ST. NICHOLAS, Steamer—

Captured by rebels in Chesapeake Bay, 1861.

Destroys schooner *Margaret*, June, 1862.

“ schooner *Mary Pierce*, July 1, 1862.

“ brig *Monticello*, July 1, 1862.

SUMTER, S. 6 guns—

Captures bark *Arcade*, June, 1861.

“ schooner *W. S. Robins*, June, 1861.

“ brig *E. F. Martin*, June 16, 1861.

“ bark *Joseph Maxwell*, June 16, 1861.

“ brig *Albert Adams*, July 3, 1861.

“ brig *Benjamin Downing*, July 3, 1861.

“ bark *Glen*, July, 1861.

“ ship *Golden Rocket*, July 16, 1861.

“ bark *Louisa Kilham*, July 20, 1861.

“ brig *Naiad*, July, 1861.

“ schooner *Henry Nutt*, August, 1861.

“ schooner *N. Chase*, Sept., 1861.

“ brig *Joseph Parks*, Dec., 1861.

“ schooner *Arcade*, Jan., 1862.

“ bark *Neapolitan*, Feb., 1861.

“ ship *J. S. Harris*, 1861.

“ ship *Sebastico*, 1861.

“ brig *Santa Clara*, 1861.

“ schooner *Sea Witch*, 1862.

“ brig *Cuba*.

Captures bark California.

“ schooner Daniel Trowbridge.

“ bark Eben Dodge.

“ bark Ocean Eagle.

“ bark West Wind, July.

TACONY, Bark. 2 guns—

Captured by Clarence, June 12, 1863.

Burns the Corabella, June 12, 1863.

Burns the Umpire, June 16, 1863.

Bonds the Isaac Webb and burns the L. A. Macomber, June 20, 1863.

Burns Byzantium, Goodspeed, Marengo, Elizabeth Ann, Rufus Choate, and Ripper, June 21, 1863.

Bonds the Florence, June 22, 1863.

Captures and converts into a privateer the Archer, June 25, 1863.

Tacony burned by her crew, June 25, 1863.

TUSCALOOSA, Bark. Prize to the Alabama—

Arrived at St. Simon's Bay, Aug. 3, 1863.

Sailed from St. Simon's Bay, Aug. 15, 1863.

Near St. Helena, Sept. 2, 1863.

WINSLOW, S. W., 2 guns—

Captures schooner Transit, July 15, 1861.

“ schooner Herbert, July 18, 1861.

“ schooner Priscilla, July, 1861.

“ schooner Mary Alice, July, 1861.

“ brig Itasca, Aug. 4, 1861.

Prizes Captured, 1861-1864.

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Ad. Farragut's Fleet.....	†George Alvah.....	
do.	†Gov. Morton.....	
do.	†Metropolis.....	
do.	†Milan	
do.	†Ocean Eagle.....	
do.	†St. Charles.....	

U. S. SHIPS.	NAME OF PRIZES.	FOR DISTRIBUTION.
Ad. Farragut's Fleet	†Sallie Robinson.....	
do.	†Tennessee.....	
do.	†5 steamboats.....	
do.	†Laudis.....	
Adirondack.....	Emma.....	
Alabama.....	Nolly.....	432 33
do.	Sarah.....	19,782 44
do.	Catalina.....	5,100 50
do.	Albion.....	
do.	Atlanta.....	
do.	Admiral.....	
Albatross.....	Louisa.....	43,082 49
do.	Two Sisters.....	3,013 96
do.	1,253 bags Rice.....	3,036 02
do.	103 casks do.....	2,614 00
Amanda.....	Slave Bark.....	\$9,038 91
do.	Swan.....	202,298 01
America.....	Major Willis.....	
do.	Antelope.....	2,775 26
do.	David Crocket.....	
Anacosta.....	18 boxes Tobacco, unknown	
do.	Ladies' Delight.....	1,436 20
do.	Emily.....	14,290 77
do.	Flying Cloud.....	
do.	Exchange.....	
Anne.....	Mattie.....	
do.	Martha Jane.....	
Antona.....	Betsey.....	
do.	27 bales Cotton.....	
do.	Mary Ann.....	
do.	Exchange.....	
Arago.....	†Emma.....	70,000 00

This would be a valuable prize, had not the Secretary of the Navy decided that Army Transports are not entitled to Prize Money.

Ariel.....	Good Luck.....	
Aries.....	Ceres.....	
Arizona.....	Aurelia.....	9,429 37
Arletta.....	45 bales Cotton.....	
Arogosy.....	27 Mules and 1 Buggy....	
Aroostock.....	Hunter.....	
do.	*Sea Lion.....	
do.	*40 bales of Cotton.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Aroostock	*Marion	
do.	Eureka	
do.	*M. P. Benton	
Arthur	J. G. McNeil	5,228 99
do.	Water Witch	3,792 00
do.	Reindeer	8,503 00
do.	Breaker	
do.	Belle Italia	
do.	52 bales cotton	
Augusta	Aquilla	28,226 47
do.	Cambria	61,318 22
do.	E. J. Waterman	7,028 18
do.	Major Willis	
do.	†Princess Royal	\$400,000 00
do.	Secesh	
do.	Cheshire	
Bainbridge	New Castle	32,234 36
do.	Swan	202,298 01
do.	Biagory	
Baren de Kalb	208 bales Cotton	27,138 30
do.	*Alonzo Child	
*Barrataria	Schooner Jane	\$1,280 02
* do.	Schooner Union Jack	575 08
do.	*Schooner Mary	3,500 00
Bienville	Providence	250 48
do.	Morning Star	522 79
do.	La Creella	1,856 40
do.	Rebecca	1,410 18
do.	Sarah and Caroline	1,602 18
do.	Stettin	202,000 00
do.	Patras	150,000 00
do.	Arthur	
do.	Alert	
do.	Louisa	
do.	*Arrow	
do.	*Eliza	
Beauregard	*57 bales of Cotton	
do.	*Lucy	
do.	*Last Trial	
do.	*Lily	
do.	*Hepe	
do.	*Garibaldi	
do.	*Minnie	

U. S. SHIPS.	NAME OF PRIZES.	FOR DISTRIBUTION.
Beauregard	Charmer	
do.	Linda	
do.	*Hannah	
Bermuda	*Artist	
do.	*Carmita	
do.	*Florie	
Black Hawk	*Fulton	
Bohio	H. Travers	\$4,470 08
do.	E. Smith	4,400 00
do.	Ann	53,071 10
do.	L. Rebecca	
Brazileira	Defiance	3,700 16
Brooklyn	Meaco	50,942 61
do.	Magnolia	167,404 08
do.	*Blazer	
do.	*Chance	
do.	*Kate	
do.	*N. Stetson	
do.	*Star	
Calhoun	*Corypheus	
do.	*Orion	
do.	*Whiteman	
Calypso	Herald	
Cambridge	Julia	8,268 59
do.	*Edwin	
do.	*Emma Tuttle	
do.	*J. C. Rose	
do.	*Louisa Agnes	
do.	*Revere	
do.	*Time	
Canandaigua	Cherokee	147,774 00
do.	Anna Dees	
do.	Secesh	
do.	*Amelia	
Cayuga	Blue Bell	
do.	*Flying Scud	
do.	*J. J. Cox	
do.	*J. F. Davis	
do.	*Tampico	
do.	Wave	
do.	Blue Bell	
do.	8 barrels Sugar	
do.	Active	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Cayuga.....	Pocamatataka.....	
Ceres.....	Henry Brinker.....	
do.	Ellis.....	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	*Actor.....	
Chocura.....	Pride.....	
do.	Express.....	
Cimerone.....	†Atalanta.....	\$450,000 00
do.	*Evening Star.....	
do.	*Jupiter.....	
Circassian.....	*Minna.....	250,000 00
do.	John Wesley.....	
Clifton.....	†H. McGuin.....	
Clyde.....	†67 bales of Cotton.....	
do.	†Nanuan.....	
Cœur de Lion.....	Lot of goods.....	
do.	Lookout.....	
Colorado.....	Calhoun.....	
do.	Winona.....	
do.	Hunter.....	
do.	Louise Whittemore.....	
Comchous.....	*Prowler.....	
Commodore.....	Restless.....	
do.	Union.....	
Commodore Barney.....	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
Commodore Morris.....	†Harriet.....	
do.	†J. C. Calhoun.....	
do.	†Music.....	
Commodore Perry.....	General Putnam.....	
do.	Ellis.....	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	Lyon.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
do.	America.....	
do.	Comet.....	
do.	†John.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Commodore Perry	†J. J. Crittenden.....	
do.	†Nathaniel Taylor.....	
do.	†Wilson.....	
Conemough.....	†Wave Queen.....	
Conestoga.....	†Evansville.....	
do.	†Rose Hamilton.....	
Connecticut.....	Emma.....	\$9,282 62
do.	Adeline.....	2,844 57
do.	Hermosa.....	23,601 70
do.	Rambler.....	7,423 75
do.	Juno.....	130,393 11
do.	Greyhound	
do.	*Sallie	
do.	*Scotia.....	
Corwin	Deserter.....	
Corypheus.....	Reindeer.....	8,503 20
do.	Sailboat and cargo.....	
Courier	M. Bishop.....	
do.	Emmeline.....	
do.	Director.....	
do.	Angeline.....	
Covington	†Eureka	
Cricket	Kaskaskia.....	923 44
do.	Tom Suggs.....	
Crusader	†General Taylor.....	
do.	†Wanderer.....	
Cumberland.....	*Hiawatha.....	239,703 08
do.	*A. J. Russell.....	
do.	*Cambria.....	
do.	*Carrie	
do.	*Dorothea Haines.....	
do.	*Elite.....	
do.	*Young America.....	

The Hiawatha is payable to six capturing vessels, and will be paid to all the moment the prize list for the Keystone State is prepared.

Currituck.....	American Coaster.....	230 36
do.	Wine, &c.	
do.	18 boxes Tobacco.....	
do.	Ladies' Delight.....	
do.	Emily.....	
do.	Hampton.....	
do.	Cargoes 9 boats.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Currituck	*Ranter.....	
do.	Director.....	
do.	*Water Witch.....	
Dai Ching.....	Geo. Chisholm.....	
Dale.....	Specie.....	\$4,938 47
do.	Mabel.....	5,094 98
do.	Supplementary.....	
Dan	*45 bales of Cotton.....	
do.	*Corse.....	
Dart.....	*Cecilia.....	
do.	*Zavala.....	
Daylight.....	*Alliance.....	
do.	*Brilliant.....	
do.	*Extra.....	
do.	*Good Egg.....	
do.	*John Hamilton.....	
do.	*Racer.....	
do.	*Sophia.....	
Delaware.....	*Lion.....	
do.	Whitehead.....	
do.	†Napoleon.....	70,754 36
do.	Elles.....	
do.	Lyndhaven.....	
do.	Albert.....	
do.	Name unknown.....	
do.	Caroline.....	
do.	Virginia.....	
do.	*Albemarle.....	
De Soto.....	Major Barbour.....	36,288 54
do.	William.....	88,371 93
* do.		4,875 00
do.	*Jane Adelaide.....	4,860 00
do.	*Bright.....	4,875 00
do.	*Mississippian.....	
do.	†Gen. Prim.....	
do.	Cuba.....	
do.	Rapid.....	
do.	Alice Vivian.....	
do.	Clarita.....	
do.	James Battle.....	
do.	*Wm. Bagley.....	
do.	†Lady Maria.....	
do.	*Leviathan.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
De Soto.....	*Montgomery.....	
do.	*Nita.....	
do.	*Star.....	
do.	Sea Bird.....	
do.	*Crescent.....	
do.	*Sir William Peel.....	
do.	*Cumberland.....	
Diana.....	*Southern Merchant.....	
do.	*Naniopé.....	
Dutchess.....	*Evansville.....	
E. B. Hale.....	Rowena.....	\$4,622 57
Ellen.....	Rowena.....	4,622 57
Essex.....	†Arkansas.....	
do.	†Molasses.....	
Ethan Allen.....	Olive Branch.....	5,600 20
do.	Fashion.....	92 82
do.	*Gipsey.....	
do.	*Atlanta.....	
do.	*Farren.....	
Eugenie.....	Alabama.....	
Fernandina.....	British Queen.....	71,000 00
do.	*W. H. Forthop.....	
Flag.....	Amelia.....	18,066 45
do.	E. J. Waterman.....	7,028 18
do.	Anglia.....	84,849 00
do.	*Mercury.....	802 00
do.	Major Willis.....	
do.	Anne Dees.....	
do.	*Ariel.....	
do.	*David Crockett.....	
do.	*Emily.....	
do.	*Elmira Cornelius.....	
Flambeau.....	Active.....	2,070 81
do.		100,000 00
do.	*Hetiwan.....	11,126 00
do.	Anne Dees.....	
do.	Bettie Krotzer.....	
do.	Hatterman.....	
do.	*Catalina.....	
Florida.....	Calypso.....	75,334 93
do.	†Hettie.....	66,171 18
do.	*Agnes.....	
Forest Rose.....	*Elmira.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Fort Henry.....	†Emma.....	\$70,860 83
do.	Anna Maria.....	
do.	Brockeuboro'.....	
do.	*Anna.....	
do.	*Alice.....	
do.	*Bangor.....	
do.	Cotton.....	
do.	*Isabella.....	
do.	*Martha Jane.....	
do.	*Ranger.....	
do.	*Southern Star.....	
do.	Lot of Corn.....	
Freeborn	Arctic.....	
do.	†Jane Wright.....	
do.	†Leon.....	
do.	†Morning Star.....	
do.	†Mail.....	
do.	†Richard Lacey.....	
do.	†Thomas Reilly.....	
Gem of the Sea.....	Dixie.....	28,522 00
do.	Fair Play.....	816 25
do.	*Charm.....	
do.	*Director.....	
do.	*George.....	
do.	*Mary Stuart.....	
do.	Maggie Fulton.....	
do.	*Prince of Wales.....	
do.	*Richard.....	
do.	*Volante.....	
Gemsbok	Ariel.....	1,815 63
do.	*Beverly.....	
do.	*Glen.....	
do.	*Harmony.....	
General Putnam.....	Elles.....	
do.	Lyn haven.....	
do.	Crittenden.....	
do.	Comet.....	
do.	*Name unknown.....	
do.	*Lonely Belle.....	
do.	America.....	
do.	*Scuppernong.....	
Genesee.....	*Fannie.....	
George W. Blunt.....	Wave.....	4,180 15

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
George W. Blunt.....	*Patras.....	\$52,450 00
do.	Major Willis.....	
do.	Anne Dees.....	
Gertrude	*Warrior.....	
do.	Albert	
Grand Gulf.....	*Mary Ann.....	
Granite City.....	Anita	
Harriet Lane.....	Joanna Ward.....	5,508 93
do.	Union.....	
Hartford.....	*J. D. Clark.....	
Hatteras.....	Schooner Maguolia.....	38,532 59
do.	Sarah and Elizabeth.....	574 87
do.	*Gov. A. Moulton.....	
do.	*Josephine	
do.	*P. C. Wallace.....	
do.	†Poody.....	
Hendrik Hudson.....	Margaret	216 89
do.	*Theresa.....	
do.	Cotton	
Henry Andrews.....	Rowena	4,622 57
Henry Brinker.....	Ellis.....	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
Henry James.....	Adventure	
Hetzel.....	Lockwood.....	
do.	Elles.....	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	Lyon.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
Honduras	*Mail	
Honeysuckle.....	*Fly.....	
do.	*Susan	
do.	*Florida.....	
Hope	*Emma Tuttle.....	
Housatonic	Major Willis.....	
do.	Neptune.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION
Housatonic	Anne Dees.....	-
do.	Secesh	
do.	Hatterman	
Hunchback	Winter Shrub.....	\$712 26
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
do.	*Eugenia.....	
do.	*G. H. Smoot.....	
Huntsville.....	Magnolia.....	167,404 08
do.	Reliance.....	78,224 61
do.	Agnes.....	22,400 40
do.	Ariel.....	7,794 29
do.	Courier	3,033 48
do.	Adelia.....	60,900 00
do.	Surprise.....	35,022 00
do.	Zavalla.....	1,414 49
do.	*Union.....	
do.	*Superior.....	36,000 00
do.	Ascension	
do.	A. J. Hodgers.....	
do.	*Adelia	
do.	Minnie	
Huron.....	Guide.....	18,852 57
do.	Aquilla.....	28,226 41
do.	Cambria.....	61,318 22
do.	Rowena.....	2,311 57
do.	Major Willis.....	
do.	Secesh	
do.	Albert.....	
Iron Age.....	†Robert E. Lee.....	280,000 00
Iroquois.....	*Merrimac.....	200,000 00
do.	*Kate	31,000 00
Isaac Smith.....	British Empire.....	3,422 98
Isilda.....	*Havana	
Itasca.....	Lizzie Weston.....	67,546 87
do.	Magnolia	167,404 08
do.	Sea Drift.....	
do.	*Merriam	
Jacob Bell.....	Golden Leaf.....	
do.	*Chapel Point.....	
James Adger.....	Sarah	19,728 44

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
James Adger.....	†Robert E. Lee.....	\$80,000 00
do.	Cornubia.....	63,000 00
do.	Kate.....	
do.	Elizabeth.....	
Jamestown.....	Intended.....	7,008 71
do.	Havelock.....	
do.	Aigbrith.....	660 90
do.	*Col. Long.....	
Jasmine.....	Relampago.....	
J. L. Davis.....	*Florida.....	
J. N. Seymore.....	*Ellis.....	
do.	*Lyndhaven.....	
do.	*Name unknown.....	
J. P. Jackson.....	*P. C. Wallace.....	80,000 00
do.	*Cotton.....	
J. S. Chambers.....	Union.....	94,520 50
do.	Corelia.....	467 83
do.	Rebecca.....	
do.	Ida.....	
do.	*Relampago.....	
Julia.....	Alligator.....	
do.	Stonewall.....	
Juniata.....	Harvest.....	
do.	Victor.....	
do.	Fashion.....	
do.	*Don Jose.....	
do.	*Elizabeth.....	
Kanawha.....	R. C. Files.....	33,234 12
do.	Victoria.....	48,400 45
do.	Charlotte.....	29,942 63
do.	Annie.....	4,525 42
do.	Cuba.....	35,000 00
do.	A. J. Hodge.....	
do.	South. Independence.....	
do.	Hunter.....	
do.	Dart.....	
do.	Albert.....	
do.	Ann.....	
do.	Clara.....	
do.	Comet.....	
do.	Jupiter.....	
do.	Winona.....	
do.	Ripple.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Kanawha	Eugene	
Katahdin	Excelsior	
do.	John Gilpin	
Kennebec	Hunter	
do.	Jupiter	
do.	*M. J. Smith	
do.	*Gray Jacket	
do.	Albert	
do.	John Scott	
do.	William Bagley	
do.	James Battle	
do.	Eugene	
Kensington	Adventure	\$1,625 34
do.	Course	5,096 15
do.	Dart	934 94
do.	Maria	4,127 12
do.	Velocity	442 38
do.	*Dan	
do.	*Troy	
do.	† West Florida	
Keystone State	Cora	
do.	Sarah	19,782 44
do.	Salvor	31,842 28
do.	Dixie	28,520 61
do.	Catalina	5,100 50
do.	Hiawatha	239,703 71
do.	Anne Dees	
do.	*Elizabeth	
do.	*Fannie	
do.	*Mars	
King Fisher	Lion	7,478 93
do.	Olive Branch	5,600 08
do.	*Teresita	
do.	*Mary Lewis	
Kittatinny	Julia	15,928 74
do.	Major Barbour	36,288 54
do.	Emma	70,860 83
do.	120 bales Cotton	
do.	D. Sargent	
do.	*Cotton	
Lackawanna	*Planter	not pay.
do.	Neptune	
do.	Hunter	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Lexington.....	12 bales of Cotton.....	
Lockwood	Ellis.....	
do.	Lyndhaven	
do.	Name unknown.....	
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
do.	Hunter	
do.	*Alice	
Lodona.....	Major Willis.....	
do.	Secesh	
do.	Arctic	
do.	*Minnie.....	
Louisiana	Shawsheen.....	
do.	Elles.....	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
do.	*Henrietta.....	
do.	*Renshaw.....	
Madgie	Everglade	
Magnolia	Flying Fish.....	\$404 95
do.	Carmita	1,928 06
do.	Memphis.....	510,914 07
do.	*Dove.....	
do.	*Flying Cloud	
Mahaska	Revere.....	795 43
do.	*General Taylor.....	
Maratanza.....	Revere.....	795 43
do.	Express.....	
do.	*Teazer.....	
Marblehead.....	Anne Dees.....	
do.	*Glide	
Massachusetts.....	Delight.....	174 17
do.	Advocate.....	176 17
do.	Express.....	174 57
do.	Osceola.....	179 52
do.	Henry Lewis.....	33,296 07
do.	A. J. View.....	14,034 21

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Massachusetts.....	†Sunbeam.....	\$74,966 74
do.	Mary Jane.....	
do.	Anna.....	
do.	Olive.....	
do.	*Achilles.....	
do.	*Brillante.....	
do.	*Basilde.....	
do.	*Charles Henry.....	
do.	*Fannie.....	
do.	*Olive Branch.....	
do.	Trois Freres.....	
do.	*Persis.....	
Mayflower.....	*Hancock.....	
McClellan.....	*Clotilde.....	
do.	Louisa Dudley.....	
Memphis.....	Mercury.....	802 00
do.	Ouachita.....	7,632 00
do.	Antelope.....	2,775 26
do.	Anne Dees.....	
Mercedita.....	Magnolia.....	167,404 08
do.	Rose.....	3,600 43
do.	Octavia.....	4,030 00
do.	Victoria.....	28,032 60
do.	Ida.....	328 52
do.	Anne Dees.....	
do.	*Bermuda.....	
do.	*Floyd.....	
Minnesota.....	*Hiawatha.....	239,703 71
do.	*Amy Warwick.....	
do.	*Belle Conway.....	
do.	*Renshaw.....	
do.	*North Carolina.....	
do.	*Pioneer.....	
do.	*Star.....	
do.	*Sally Mears.....	
Mississippi Squadron.....	*Alonzo Childs.....	
do.	*179 bales Cotton.....	
do.	*Cotton.....	
do.	*Kaskaskia.....	
do.	*St. Mary's.....	
do.	*Tom Sugg.....	
do.	*Zouave.....	
Mohawk.....	Toceoa.....	4,355 00

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Mohawk.....	Wildfire.....	
do.	George B. Sloat.....	
Mohegan	*Arrow	
Montgomery	Isabel.....	\$4,192 36
do.	W. R. King.....	4,192 36
do.	W. E. Chester.....	19,708 39
do.	Caroline and cargo.....	
do.	Pet	
Monticello.....	Revere.....	795 43
do.	*Hiawatha.....	239,703 71
do.	Sue.....	8,346 00
do.	†Sunbeam	74,966 74
do.	Odd Fellow.....	2,874 00
do.	Crenshaw	
do.	Nicholas I.....	
do.	Ella.....	
do.	Susan.....	
do.	Winfred.....	
Morning Light.....	*Venture	
do.	*Morgen Lorentzen.....	
Morse.....	Crittenden	
do.	Comet	
do.	America.....	
do.	J. N. Seymour.....	
do.	†Napoleon.....	70,754 63
do.	EHis.....	
do.	Lyndhaven.....	
do.	Name unknown	
do.	Lion.....	
do.	Caroline	
do.	Virginia	
Mount Vernon.....	British Queen.....	1,108 50
do.	Rising Sun.....	1,999 00
do.	Mary Jane.....	
do.	Kate	
do.	*Alena	
do.	*Emily.....	
do.	Emma Tuttle.....	
do.	*Levi Rowe.....	
do.	*Napier.....	
do.	St. George.....	
M. Vassar.....	New Eagle.....	6,812 01
do.	Sarah	6,138 85

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
M. Vassar.....	Florida.....	\$758 00
Mystic.....	Sunbeam.....	59,455 25
do.	Mary Elizabeth.....	88 43
Nahant.....	† Atalanta.....	450,000 00
Nansemond.....	* Douro.....	
Nantucket.....	* Jupiter.....	
N. Brinker.....	Elles.....	
do.	Lyndhaven.....	
do.	Henry Traverse.....	
New Era.....	* Rowena.....	
do.	* Wm. A. Knapp.....	
Newbern.....	† Robert E. Lee.....	280,000 00
Newbern Squadron.....	* Angler.....	not pay
do.	* 282 bales Cotton.....	
do.	* Nicolai the First.....	14,188 17
do.	* Scotia.....	46,798 34
New Ironsides.....	Major E. Willis.....	34,144 07
do.	Neptune.....	
do.	Anna.....	
do.	Olive.....	
do.	Seeesh.....	
New London.....	Gipsey.....	3,882 87
do.	Delight.....	174 17
do.	Advocate.....	176 17
do.	Express.....	174 57
do.	Oseeela.....	179 52
do.	Henry Lewis.....	
do.	A. J. View.....	
do.	F. W. Wilder.....	
do.	Anne and Olive.....	
do.	* Raton del Nilo.....	
do.	* Dashing Wave.....	
do.	Zalima.....	
Niagara.....	Gen. Parkhill.....	7,188 38
do.	Meaco.....	
do.	* Aid.....	
Northern Light.....	Agnes H. Ward.....	8,324 19
Norwich.....	Sarah.....	19,782 44
do.	103 Casks Rice.....	2,614 00
do.	193 Casks Rice.....	
Nyphon.....	§ Banshee No. 1.....	72,500 00
do.	Cornubia.....	63,000 00
do.	Ella and Annie.....	139,000 00

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Nyphon.....	Kate	
do.	10 bales Cotton	
do.	*R. E. Lee.....	
Octorora.....	Sloop Brave.....	\$348 16
do.	Elias Reed.....	18,390 08
do.	Boat Prize.....	600 30
do.	*John Williams.....	9,000 00
do.	*Florence Nightingale....	17,390 00
do.	Tubal Cain.....	23,540 82
do.	*Steamer Victoria.....	330,000 00
do.	52½ bales Cotton.....	13,760 82
do.	Prize.....	
do.	Handy	
do.	Eagle.....	
do.	*Five Brothers.....	
do.	Rosalie	
do.	*W. T. Leitch.....	
do.	*R. O. Files.....	
do.	Charlotte.....	
do.	Anne.....	
do.	Southern Independence....	
do.	Hunter	
do.	Dart.....	
do.	Ann.....	
do.	Clara.....	
do.	Albert	
Ohio.....		
Onondaga.....	*Hetiwan.....	11,126 00
Onward.....	Flash.....	684 21
do.	*Flag.....	
do.	*Magicienne.....	
Osage.....	179 bales Cotton	
do.	James Battle.....	
Ossipee.....	*Helena.....	
do.	William Bagley.....	
Oswego.....	Active	
do.	Blue Bell.....	
Ottawa.....	*Hetiwan	11,457 85
do.	*America	
do.	*C. C. Pinckney.....	
Owasco.....	President.....	10,760 65
do.	Eugenie.....	25,212 43
do.	Cargo.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Owasco.....	Active.....	
do.	Blue Bell.....	
do.	8 bbls. Sugar.....	
Passaic.....	*Glide.....	
Paul Jones.....	Major Willis.....	
do.	Secesh.....	
Pawnee.....	Harriet Ryan.....	\$2,074 00
do.	Ocean Wave.....	2,000 95
do.	Rowena.....	4,622 57
do.	*Mary Wood.....	
do.	Sarah Jane.....	
Pembina.....	Rowena.....	2,311 57
do.	Elias Beckwith.....	
do.	Joe Flanner.....	
do.	*Louisa.....	
Penguin.....	Albro.....	
Penobscot.....	*Robert Bruce.....	31,356 00
do.	*Lizzie.....	
do.	*Stingray.....	
do.	*John Douglas.....	
do.	*Lilly.....	
Pequot.....	*Don.....	
Pera.....	Secesh.....	
do.	Charmer.....	
do.	*Emma.....	
Petrel.....	Elmira.....	
Perry.....	*Hiawatha.....	239,703 71
do.	Comet.....	
do.	Crittenden.....	
do.	America.....	
do.	Alma.....	
do.	H. M. Johnson.....	
do.	*Alice.....	
do.	*Ellen Jane.....	
do.	*Savannah.....	
Philadelphia.....	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon.....	
Pink.....	† Ann.....	
Pinola.....	*Cora.....	
Pittsburg.....	*Albion.....	
do.	*Pet.....	

U.S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Pittsburg.....	5 bales of Cotton.....	
Pocahontas.....	E. J. Waterman.....	\$7,028 18
do.	†Cheshire.....	53,102 43
do.	Hunter.....	
do.	*Antonia.....	
Port Royal.....	*Cotton and Tobacco.....	2,100 00
do.	Fashion.....	
Portsmouth.....	Pioneer.....	1,308 57
do.	Wave.....	
Potomac.....	*Bloomer, No. 2.....	10,100 00
do.	*Julia.....	2,150 00
Potomaska.....	Belle.....	
Powhatan.....	*Bradford.....	not pay.
do.	*Mercury.....	802 00
do.	Major E. Willis.....	34,144 08
do.	Anne Dees.....	
do.	Secesh.....	
do.	*Mary Clinton.....	
Primrose.....	Sarah Lavina.....	
do.	Ladies' Delight.....	
do.	Flying Cloud.....	
do.	Richard Varez.....	
Princess Royal.....	*Flying Scud.....	
do.	*Wave.....	
Pursuit.....	Annie Bell.....	5,388 18
do.	Wm. Mallory.....	5,968 45
do.	*Swan.....	202,298 01
do.	†Andromeda.....	127,726 06
do.	†Florida.....	175,000 00
do.	*Kate.....	
Putnam.....	Comet.....	
do.	Crittenden.....	
do.	America.....	
Quaker City.....	Fair Wind.....	2,698 09
do.	Amy Warwick.....	138,624 57
do.	Orion.....	7,191 46
do.	North Carolina.....	4,096 27
do.	Mercury.....	802 00
do.	Sally Mears.....	1,372 27
do.	†Douro.....	150,538 78
do.	Lily.....	145,000 00
do.	Adelia.....	
do.	General Green.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Quaker City.....	Lynchburg	
do.	Winfred.....	
Queen.....	Louise	
Rachael Seaman.....	Adventure.....	\$1,625 34
do.	*Course.....	5,096 15
do.	Dart	934 94
do.	Maria.....	4,127 12
do.	*Velocity.....	442 38
do.	Calhoun	
do.	*Beauregard.....	
do.	*Nymph	
Reliance.....	Blossom.....	
do.	†Pointer.....	
Resolute	Sabine.....	90 40
do.	*Capitola.....	
do.	*Eagle.....	
do.	*Ocean Wave.....	
do.	*Julia Worden.....	
Restless	*Patras.....	52,450 00
do.	Anglia	84,849 00
do.	Scotia	93,596 00
do.	Julia Worden.....	10,051 90
do.	Flash.....	684 21
do.	Wanderer	
do.	Lyda and Mary.....	
do.	Ann	
do.	*Emily	
do.	*Elmira Cornelius	
do.	*John Thompson.....	
do.	*Boats of Rice.....	
Rhode Island.....	Venus	4,514 56
do.	R. O. Bryan.....	838 32
do.	Cronstadt.....	294,264 68
Richmond	Alert.....	
Roanoke	Albion.....	7,486 36
do.	*Alert	
Roebuck	Sarah	19,782 44
do.	Kate.....	3,595 10
do.	*Emma Amelia.....	
do.	*Two Brothers.....	
do.	*Nina.....	
do.	*Rebel.....	
do.	*Laurietta.....	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Roebuck	*Maria Louise.....	
do.	*Susan	
do.	*Eliza	
do.	*Caroline.....	
do.	*Mary	
Rowan's Expedition	†Clifton	
do.	†Black Warrior.....	
do.	†Eva Belle.....	
do.	†Eothen.....	
do.	†Harriet and Sarah.....	
do.	†Lizzie Taylor.....	
do.	†Old North State.....	
do.	†P. A. Sanders.....	
do.	†Palma.....	
R. R. Cuyler.....	Grace E. Baker.....	\$14,368 13
do.	Osceola	174 52
do.	Advocate.....	176 17
do.	Delight.....	174 17
do.	Express	174 57
do.	Anna Sophia.....	367 10
do.	Kate Dale.....	356,000 00
do.	A. J. View.....	
do.	Henry Lewis.....	
do.	H. W. Wilder.....	21,186 50
do.	Avenger	
do.	Anna.....	
do.	Olive.....	
do.	Hunter.....	
do.	*Anna.....	
do.	Eugene.....	
do.	†Jane	
Sachem	*Water Witch.....	3,792 00
Sacramento	Wanderer.....	
Sagamore.....	Rose.....	3,600 00
do.	Octavia.....	4,030 43
do.	Agnes.....	269 83
do.	*Avenger	956 34
do.	Ellen.....	73 91
do.	Francis.....	833 92
do.	By George.....	303 31
do.	Julia	390 15
do.	Friar	
do.	*Cotton.....	1,500 00

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Sagamore.....	Clara Louisa.....	
do.	Shot.....	
do.	Brockenburg.....	
do.	Frolic.....	
do.	† Alicia.....	
do.	† Ann.....	
do.	† Clothilde.....	
do.	† Charmer.....	
do.	Ellen.....	
do.	Enterprise.....	
do.	† Floyd.....	
do.	New Year.....	
do.	Southern Rights.....	
do.	† 11 bbls. Turpentine.....	
Sam Houston.....	Soledad Cos.....	
Sam Rotan.....	Martha Ann.....	
do.	Calhoun.....	
San Jacinto.....	* Buckshot.....	
do.	* Lizzie Davis.....	
do.	* Lealiad.....	
do.	* Edward.....	
do.	Alabama.....	
Santee.....	Garonne.....	\$3,300 35
do.	Delta.....	4,696 00
Santiago de Cuba.....	W. C. Bee.....	28,414 10
do.	Lavinia.....	8,694 71
do.	L. C. Holmes.....	25,792 76
do.	Columbia.....	136,103 38
do.	Brittania.....	174,000 00
do.	Steamer Victory.....	330,000 00
do.	Maria.....	1,351 00
do.	† Ella Warley.....	70,085 34
do.	Lizzie.....	10,408 68
do.	† Victoria.....	
do.	Comet.....	
Satellite.....	Ladies' Delight.....	
do.	† Emily.....	
do.	† Three Brothers.....	
Savannah.....	E. J. Waterman.....	7,028 18
do.	† Cheshire.....	
Sciota.....	Margaret.....	3,314 75
do.	† Mary Dudley.....	
Sea Foam.....	New Eagle.....	6,812 01

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Sea Foam.....	Sarah.....	\$6,138 33
Seminole.....	E. J. Waterman.....	7,028 18
do.	Albion.....	3,743 36
do.	†Charlestown.....	
do.	Lida.....	
do.	†Sir William Peel.....	
Seneca.....	Sarah.....	19,782 44
do.	E. J. Waterman.....	7,028 18
do.	Anne Dees.....	
do.	Cheshire.....	
Shawsheen.....	Ellis.....	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	*James Norcom.....	
Sheppard Knapp.....	Sarah.....	19,782 44
do.	Fannie Laurie.....	
Somerset.....	Curlew.....	5,354 77
do.	†Circassian.....	300,000 00
do.	*Hortense.....	
Sonoma.....	Virginia.....	48,690 97
do.	†Springbok.....	234,819 46
do.	Cargo of Clyde.....	
Sophonria.....	*Mignonette.....	
South Carolina.....	Magnolia.....	167,404 08
do.	Edward Barnard.....	28,688 73
do.	Shark.....	3,558 17
do.	Falcon.....	2,392 32
do.	Soledad Cos.....	3,222 97
do.	Major Willis.....	
do.	*Florida.....	
do.	*Caroline.....	
do.	*Dart.....	
do.	*Ezilda.....	
do.	*George G. Baker.....	
do.	*Joseph H. Toone.....	
do.	*Nellie.....	
do.	*Sam Houston.....	
do.	*T. J. Chambers.....	
Southfield.....	†Napoleon.....	70,754 36
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
*Star.....	Hiawatha.....	239,703 00

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Stars and Stripes.....	Mary Elizabeth.....	\$88 43
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	*Napoleon.....	
do.	Florida.....	
State of Georgia.....	Sunbeam.....	74,966 74
do.	*Mary Elizabeth.....	
do.	†Mersey.....	
do.	Mary Jane.....	
do.	†Angeline.....	
do.	Annie.....	
do.	†Nassau.....	
Stettin.....	Major Willis.....	not pay.
do.	†Aries.....	147,000 00
do.	†St. John.....	46,500 00
do.	Alma.....	2,887 00
do.	Diamond.....	
do.	Secesh.....	
St. Lawrence.....	Mabel.....	5,194 98
do.	do. Supplementary....	
do.	Good Luck.....	1,181 74
do.	Fanny Lee.....	
do.	*Herald.....	
St. Louis.....	Meaco.....	50,942 61
Sumter.....	*Columbine.....	
do.	*Hattie Brook.....	
Sunflower.....	Echo.....	
do.	General Worth.....	
do.	Pushmatabs.....	
*Supply.....	Stephen Hart.....	250,000 00
Susquehanna.....	Princeton.....	2,942 66
do.	*E. J. Waterman.....	7,028 18
do.	*Alabama.....	6,749 00
do.	†Ann.....	300,000 00
do.	*Baltimore.....	
do.	*Coquette.....	
do.	*Prince Alfred.....	
do.	*San Juan.....	
Tahoma.....	Uncle Mose.....	30,224 99
do.	Silas Henry.....	216 12
do.	Margaret.....	217 78
do.	*Stonewall.....	1,085 65

U.S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Tahoma	*Alligator	\$50 00
do.	Victory	8,034 55
do.	*Harriet	
do.	Mary Jane	
do.	*Sugar and Molasses	
do.	*Crazy Jane	
do.	*Hendrick Hudson	
do.	Statesman	
T. A. Ward	S. W. Green, No. 2 and 4.	
Teazer	* Grapeshot	
do.	* Richards	
do.	*Justina	
Tennessee	Friendship	
do.	Alabama	
Tioga	Boat Prize	600 30
do.	*Steamer Victoria	330,000 00
do.	Granite City	64,576 37
do.	Cotton of the Victory	8,034 66
do.	37½ bales Cotton	
do.	Avon	
do.	Justina	
do.	*Brothers	
do.	*Nightingale	
do.	*Julia	
do.	*Nonesuch	
do.	Herald	
do.	*Swallow	
do.	*Pearl	
do.	*Dolphin	
Two Sisters	*Agnes, *Frolic, *O. S. Breeze	
Tyler	*Alfred Robb	
Unadilla	Lodona	231,830 77
do.	Rowena	2,311 57
do.	Major Willis	
do.	†Princess Royal	400,000 00
do.	Neptune	
do.	*Mary Teresa	
Uncas	*Amelia	
do.	*Belle	
Underwriter	Comet	
do.	Crittenden	
do.	America	

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Underwriter.....	J. N. Seymour	
do.	Lyndhaven.....	
do.	Name unknown.....	
do.	Ellis.....	
do.	Lion.....	
do.	Caroline.....	
do.	Virginia.....	
do.	Napoleon	
Union	Amelia.....	\$18,066 43
do.	Hattie Jackson	2,406 25
do.	Geo. E. Baker.....	5,788 94
do.	Spaulding.....	
do.	*Linnet.....	
do.	*Mayflower.....	
Valley City.....	J. N. Seymour, Ellis, Lynd- haven, name unknown, Lion, Caroline, Virginia, Napoleon.....	
Vandalia	Henry Middleton.....	20,212 23
do.	Amelia.....	18,066 45
do.	Geo. G. Baker.....	
do.	*Ariel.....	
do.	*Hannah Balch	
Vanderbilt	Gertrude.....	80,074 29
do.	Peterhoff.....	273,628 99
Velocity	*Corse	
Victoria.....	Nicholai I.....	28,377 94
do.	Minna.....	959 00
do.	*Nassau	
Vincennes.....	*H. McGuin.....	
Virginia.....	*Jennie, *Camille, *H. Colthwist, *Valiant...	
Wabash.....	Amelia.....	18,066 45
do.	*Mary Alice.....	
do.	*Sarah Starr.....	
do.	*Wonder.....	
Wachusett	Virginia.....	48,690 56
do.	Dolphin	
Wamsutta.....	Secesh	
do.	*Amelia	
Wanderer.....	Stonewall	1,085 65
do.	*Annie B.....	
Water Witch.....	W. Mallory.....	5,968 45

U. S. SHIPS.	NAME OF PRIZE.	FOR DISTRIBUTION.
Weehawken	† Atalanta	\$450,000 00
Western Flotilla	* Sovereign	
Western Flotilla	* Sumter	
Western Metropolis	* Rosetta	
Western World	Lot of Goods	
W. G. Anderson	Theresa	3 353 80
do.	Lily	4,353 65
do.	* Reindeer, <i>alias</i> J. Davis..	6,843 00
do.	* Beauregard	
do.	McCanfield	
do.	* Royal Yacht	
Whitehead	Comet	
do.	Crittenden	
do.	America	
do.	Winter Shrub	
do.	Lyndhaven	
do.	Name unknown	
do.	Ellis	
do.	* Eugenia	
do.	* Ella D.	
William Bacon	* Nicholai I.	28,377 67
do.	Anna Squiers	1,772 27
Wissahickon	Gipsev	3,882 84
Wyandank	Rising Sun	
do.	* A. W. Thompson	
do.	* Southern	
do.	* Vesta	
Yacht America	* Antelope	
Yankee	Clara Ann, *Cassandra, *Massachusetts, *Nan- gemoy, *Remittance..	
Young Rover	* A Schooner	
Zouave	J. C. McCabe	

* Condemned but not ready for distribution.

† Sold, but not finally decided by the courts.

§ Returned to owners.

Prize Law, (*Old Law*.) Half of all the prize money goes to the Government, for the benefit of the Pension Fund, and the other half to the captors, as follows :
1-20 to the Commanding Officer of the fleet.

2-20 to the Commanding Officer of the ship.

2-20 to Second Lieutenants, Captain Marines, and Sailing Masters.

2-20 to Chaplains, Lieutenants Marines, Surgeons, Pursers, Boatswains, Gunners, Carpenters, and Masters' Mates.

3-20 $\frac{1}{2}$ to Midshipmen, Surgeon's Mates, Captain's Clerks, Schoolmasters, Boatswain's Mates, Gunner's Mates, Carpenter's Mates, Ship Stewards, Sailmakers, Master-at-arms, Armorers, Coxswains, and Coopers.

2-20 $\frac{1}{2}$ to Gunners, Yeoman, Boatswain's Yeoman, Quartermasters, Second Gunners, Sailmaker's Mates, Sergeants and Corporals, Marines, Drummers, Fifers, and Extra Petty Officers.

7-20 to Seamen, Ordinary Seamen, Marines, Landsmen, and Boys.

Second and Third Assistant Engineers share with Midshipmen, &c. Firemen and Coal Heavers share with Seamen, &c.

New Law.—After July 17th, 1862, distribution of prize money is according to monthly pay.

Prize Agents, Walden & Willard, 188 York-Street, Brooklyn, N. Y.

Q.

Quaker City, S. W., 7 guns. 1,600 tons. L. 240, B. 36, D., 21. P. C. \$117,500, 1861.

Captures the bark Winifred, of Richmond, Va., from Rio Janeiro, with a valuable cargo of coffee, May 25, 1861.

Engages a Confederate battery, in Lynnhaven Bay, Va., one seaman mortally wounded, June 24, 1861.

Put into commission at Brooklyn Navy Yard, Dec., 1861.

Participates in the repulse of the iron-clad rams off Charleston Bar [see iron-clad raid off Charleston, S. C.], June 31, 1863.

Assists in capturing the Douro, March 9, 1863.

Arrives in New York, March, 1863.

Extensively repaired at the Brooklyn Navy Yard in the summer of 1863.

Put in commission, Aug. 12, 1863.

Sailed from New York, Aug. 18, 1863.

Collided with the Connecticut at sea, off New Inlet, in a gale of wind, seriously injuring her, Aug 21, 1863.

Queen, S., 7 guns. 630 tons. B. R. Captured by the Santiago d'Cuba, in lat. 25 N., long. 75 W., June 21, 1863.

Name changed from Victory. Taken into the naval service, July, 1863.

Sailed from Boston for the Texas coast, Aug. 15, 1863.

Arrived at New York, March 4, 1864.

Sailed from New York, May 6, 1864.

Queen City, S. W., 9 guns. 212 tons. Mississippi Squadron, 1863.

Queen of the West, Ram. Attempts the destruction of the rebel iron-clad Arkansas, at Vicksburg. The Essex was with her, July 22, 1862.

In the Yazoo River expedition [see Yazoo Batteries], Dec. 29, 1862.

Ruins the rebel ram "City of Vicksburg," at the levee at Vicksburg; sets her on fire, but fails to sink her; the crew of the rebel vessel extinguish the flames, and the Queen of the West goes below Vicksburg, passing through a terrible fire of shot

and shell, uninjured, though struck fairly twelve times. [Admiral Porter subsequently reported that the "City of Vicksburg" was so badly injured in the attack, that her pumps would scarcely keep her free, and that her machinery was being taken out.] Feb. 2, 1863.

Captures the rebel transports "A. W. Baker," Berwick Bay," and "Moro," near the mouth of the Red River, Feb. 3, 1863.

Captured in the Red River, near Gordon's Landing, her boilers having been exploded by a shot from a battery; quite a number of her crew escaped on cotton bales, while twenty-one of them were captured. Previous to the accident, she had captured the "New Era, No. 5," Feb. 14, 1863.

As a rebel ram, captures the Indianola [see Indianola], Feb. 24, 1863.

Destroyed by Admiral Porter's fleet, July 13, 1863.

Quinsegamond, Iron-clad, 4 guns. 3,200 tons. Building at Boston Navy Yard, 1864.

R.

Ram Arkansas. The rebel ram Arkansas, which had been lying in the Yazoo River, attacked and passed through Farragut's fleet, at anchor above Vicksburg. The fleet was without steam, and could do but little to destroy the daring vessel. She passed through the fleet delivering and receiving a severe fire and arrived at the levee under the guns of the powerful batteries at Vicksburg. The Union gunboats fired broadside after broadside into her as she passed along, and succeed in doing her considerable damage. It is generally believed, that had the

Union fleet been ready to receive the ram, they would have sunk or captured her. The affair came off in broad daylight, and took the fleet by surprise, July 15, 1862.

Was blown up by the officers, while under fire, in a crippled condition, and unable to use her guns, Aug. 6, 1862.

Ram Fleet, Mississippi River Squadron: Queen of the West (lost), Lioness, Monarch, General Bragg, Gen. Price, General Pillow, Kosciusko, Lafayette, Little Rebel, Switzerland, Sampson.

R. B. Forbes, S., 3 guns. 329 tons. L. 121, B. 25, D. 11. P. C. \$52,500, 1863.

At Port Royal [see Port Royal, S. C.], Nov. 7, 1861.
Wrecked on the coast of North Carolina, Feb. 1862.

Racer, Schooner, 2 guns, 1 mortar. 252 tons. L. 107, B. 28, D. 9. P. C. \$7,500, 1861.

One of Porter's mortar flotilla [see New Orleans], April, 1862.

Rachel Seaman, Schooner, 2 guns. 303 tons. L. 114, B. 30, D. 9. P. C. \$18,000, 1861.

At Sabine Pass, Texas, Sept. 25, 1862.
Arrives at New York, Aug. 29, 1863.

Rattler, S. W., 6 guns. 166 tons. Mississippi Squadron, 1862.

At the capture of Arkansas Post [see Arkansas Post], Jan. 11, 1863.

In the Yazoo Pass expedition and attack on Fort Pemberton, March 11-13, 1863.

Attacked in the Tallahatchie River, March 19, 1863.

Aided by the Manitou, captures the rebel steamer Louisville in Little Red River, July, 1863.

Read, Abner, Commander, wounded on board of the *Monongahela*, at Donaldsonville, while in action, July 7, 1863.

Died at Baton Rouge, July 12, 1863.

Red Rover, S. W., 1 gun. 187 tons. Mississippi Squadron, 1862.

Reindeer, S. W., 6 guns. 212 tons. Mississippi Squadron, 1862.

Release, Bark, 4 guns. 327 tons. Purchased. 1855.

On one occasion was within twenty miles of the rebel privateer *Alabama*, Jan., 1863.

Store ship at Beaufort, N. C., Aug., 1863.

Reliance, S., 1 gun, 111 tons. L. 84, B. 16, D. 7. P. C. \$15,000, 1861.

Captured, with the *Satellite*, near the mouth of the Rappahannock River, Aug. 23, 1863.

Relief, Ship, 4 guns. 468 tons. Built at Philadelphia, 1836.

Store ship, 1863.

Arrived at Boston from Hampton Roads, Dec. 2, 1861.

Renshaw, Schooner, 1 gun. 80 tons, 1863.

Ordnance vessel, at Newbern, N. C., 1863.

Rescue, S., 1 gun. 111 tons. L. 80, B. 18, D. 8. P. C. \$17,300, 1861.

Carries an expedition to Curitoman Creek, which destroys a schooner, and has a skirmish with the enemy, Nov. 9, 1861.

Resolute, S., 2 guns. 90 tons. L. 84, B. 16, D. 7. P. C. \$15,000, 1861.

Attacks the rebel batteries at Aquia Creek, Va., May 31, 1861.

Captures the rebel schooner Buena Vista in the Potomac, June 18, 1861.

At Matthias Point battery, Aug. 16, 1861.

Restless, Bark, 7 guns. 265 tons. L. 108, B. 27, D. 10. P. C. \$12,000, 1861.

Destroys three schooners and a sloop, loaded with rice, for Charleston, S. C., off Bull Bay, S. C., Feb. 14, 1862.

In a severe gale, long. 71.30, W. lat. 37.30 N; threw her armament overboard to save the vessel, April 4, 1862.

Rhode Island, S. W., 12 guns. 1,517 tons. L. 236, B. 36, D. 18. P. C. \$185,000. Name changed from Eagle, 1861.

Employed as a supply vessel during 1861 and a part of 1862.

Sailed from Hampton Roads with the Monitor in tow, Dec. 29, 1862.

Rescues the crew of the Monitor [see Monitor], Dec. 31, 1862.

Captures the Cronstadt, B. R., Aug. 16, 1863.

Richmond, S., 24 guns. 1,929 tons. Built at Norfolk, Va., 1858.

Attacked by the rebel ram Manassas and a flotilla of gunboats at the Head of the Passes, Mississippi River [see Head of the Passes], Oct. 12, 1861.

Participates in the attack upon the rebel defences of Pensacola by the U. S. forces in Fort Pickens, Nov. 22, 1861.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Passes Vicksburg batteries, June 28, 1862.

Attacked by ram Arkansas [see ram Arkansas], July 15, 1862.

Passes below the Vicksburg batteries, July 15, 1862.

Attempts the passage of the Port Hudson batteries by night [see Port Hudson], March 14, 1863.

After being thoroughly overhauled and refitted, sails from New York for the Mobile blockade, Oct. 12, 1863.

Roanoke, S., 40 guns. 3,435 tons. Built at the Gosport Navy Yard, 1855.

Arrived at Fortress Monroe, reporting having destroyed a privateer off the coast, July 22, 1861.

Participates in the engagement in Hampton Roads [see Merrimac Fight], March 8, 1862.

[Iron-clad, 6 guns.] Cut down to her gun deck at the Brooklyn Navy Yard, and then removed to the Novelty Iron Works, where she was covered with iron plating $4\frac{1}{2}$ inches thick, and three turrets placed on her deck, May, 1862 to June, 1863.

Put in commission, June 26, 1863.

Sent to Fortress Monroe as a harbor defence.

Roanoke Island. On the 28th of Jan., 1862, all the vessels composing the naval branch of the combined expedition intended to participate in the reduction of Roanoke Island and operate elsewhere in its vicinities, were over the bulkhead at Hatteras Inlet and in readiness for service, but it was not until the 5th instant that those composing the army branch of it were similarly situated. Early on the morning of the 5th, the necessary general signals for a move were thrown out from the Philadelphia, and, as soon afterward as could be expected for so large a number of vessels, all were under way, with the navy division arranged in three columns, commanded by Lieuts. Commanding Werden, Murray, and Davenport.

Although the weather was favorable, their progress was slow. A steamer with the sloop Granite in tow was sent ahead to ascertain if the buoy on the eastern extremity of Long Point Shoal, distant some twenty miles from the Inlet, had been removed; if so to place another already prepared in its stead. At sundown they arrived off Stumpy Point and within ten miles of the marshes. The whole force anchored by signal, each vessel occupying as nearly as practicable the same relative position toward the rest as she had done in steaming. Here it was judged expedient to send a small party to visit a certain house on the mainland for the purpose of securing, even forcibly, the services of a person whose name had been given at the Inlet. An officer took it in charge, and before midnight brought the man on board the Philadelphia. On the morning of the 6th of February the admiral, with his staff and fleet, changed their quarters temporarily from the Philadelphia to the Southfield, and hoisted their flag on board of her. In a little while after the whole force was again under way, with two light draught steamers, the Ceres and Putnam, a mile or so ahead, in order to detect the enemy himself or any obstructions he might have concealed. The weather was now thick and threatening, and bad for distant discoveries. About nine o'clock it cleared away in the direction of Roanoke Island, and then for the first time the enemy was distinctly recognized, armed and lying at anchor, apparently close in with the shore between Pork and Wier Point; but in half an hour afterwards, when within a couple of miles of the marshes, it again became thick and rainy, and this induced them to anchor once more. In the course of the afternoon the enemy's steamers approached the marshes for the purpose of reconnoi-

tering, but met with no opposition, as the Union commander was willing that they should accomplish their wishes. The following morning, Friday, February 7, at daylight, the weather was clear. At nine o'clock, and for the third time since leaving the Inlet, the whole force was put under way. Being anxious to make a decided impression upon the enemy early in the contest, all the vessels with 9-inch guns were ordered to close up around the flag ship. At 10.30 A. M., the enemy's vessels, eight in number, all being drawn up behind an extensive obstruction formed by a double row of piles and sunken vessels stretching well across the sound and between the forts on Pork and Wier Points. - One of them fired a heavy gun, probably to announce generally that an attack was just impending. The Underwriter failing to draw a reply to a shot she had fired, signalled "no battery on Sandy Point." The omission to guard this point was favorable to the landing of troops at Ashby's harbor. By noon, our vessels having approached still nearer, the action became general on their part and that of the enemy. At 1.30 P. M. the effect of our firing caused the barracks behind the fort at Pork Point to burst into flames, and at 2.15 P. M. they were raging furiously beyond redemption. Throughout the Sound, lying between Roanoke Island and the main land, the water was shallow. With one or or two exceptions, none of the vessels used drew less than seven feet, and some drew more than eight. Towards 3 P. M., the troops, embarked on board of light draught steamers and boats, started to land at Ashby's Harbor. The place was guarded by a large body of the enemy, with a field battery; but the Delaware, with Commodore Rowan on board, and his division flag at her masthead, having very

judiciously taken a flanking position to the southward of Pork Point, and thus most opportunely being nearer at hand, immediately turned her guns toward the harbor, and with some 9-inch shrapnels, soon cleared the way. At 4.30 p. m., Pork Point battery and the one next to the northward of it, ceased for a while to reply to our fire, five of the enemy's steamers, apparently injured, went behind Wier's Point, and the first landing of our troops took place. At 5 p. m., these batteries again opened upon our vessels, and the enemy's steamers once more put forth, and opened upon us. At 6 p. m., the order to cease firing was given, as darkness was coming on, and to continue would only waste ammunition. In the course of the afternoon, six launches, under the command of Midshipman Benjamin H. Porter, landed their howitzers, and joined the army, for the purpose of commanding the main road and its two forks during the night, and assisting in more active operations the following day. By midnight, some 10,000 of our troops had been landed at Ashby's Harbor: the Delaware having taken on board from the Cossack some 800, and put them on shore at 10 p. m. At daylight, February 8th, none of the enemy's vessels, except the Curlew, could be discovered. At 9 a. m., a continuous firing in the interior of the island told us that our forces were engaged about midway between Ashby's Harbor and Pork Point battery; but being assured that our forces were not in range of our line of fire, our vessels, without waiting for orders from General Burnside, at once moved up to re-engage the forts. At 1 p. m., judging that the time had arrived for clearing the passage way through the obstructions, by the accomplishment of which, both the battery on Redstone Point and the Curlew might be destroyed, and our advance up Albe-

marle Sound would be secured: the Underwriter, Valley City, Seymour, Lockwood, Ceres, Shawsheen, Putnam, Whitehead, and Brincker, were ordered to perform the service. By 4 P. M., one of them had overcome the difficulty for herself, and reached the other side, and in less than half an hour more a sufficient way for all the rest was opened. About the same time that our vessels succeeded in bursting through the barricades, the American flag was hoisted over the battery at Pork Point, and in a few minutes afterward the enemy fired the works at Redstone Point, and also the steamer Curlew. Both blew up in the early part of the evening. These events closed the struggle which had lasted throughout two days, and were the last scenes enacted in securing a complete possession of the Island of Roanoke.

The following vessels took part in the engagement:—Philadelphia (flag ship), Stars and Stripes, Louisiana, Hetzel, Underwriter, Delaware, Valley City, Southfield, Hunchback, Morse, Whitehead, J. N. Seymour, Shawsheen, J. L. Lockwood, Ceres, W. G. Putnam, Henry Brinker, Commodore Perry, Commodore Barney, and Granite, Feb. 7–8, 1862.

Rocket, S., 1 gun. 127 tons. P., 1863.

Ordnance tug at the Brooklyn Navy Yard, 1863–4.

Rodgers, Commodore G. W., killed in action on board of the Catskill, at Charleston, S. C., Aug. 17, 1862.

Rodolph, S. W., 6 guns. 217 tons. West Gulf Squadron, 1863.

Roebuck, Bark, 5 guns, 455 tons. L. 135, B. 27, D. 14. P. C. \$20,000, 1861.

Sends her launch up St. Andrew's Bay, Fla., on a reconnaissance. The crew were attacked by a party

of guerillas; out of the eleven persons in her, two were killed and six wounded, March 20, 1863.

Roman, Ship, 1 gun, 350 tons. L. 113, B. 26, D. 13. P. C. \$7,400, 1861.

Has been used as a store ship during the war, 1864.

Romeo, S. W., 6 guns. 175 tons. Mississippi Squadron, 1862.

Yazoo River expedition [see Yazoo Batteries], Dec. 29, 1862.

At Haines' Bluff [see Haines' Bluff], April 30 to May 1, 1863.

At Goodrich's Landing, June 30, 1863.

Rosalie, Sloop, 1 gun, 28 tons. East Gulf Squadron, 1863.

Rose, S., 1 gun. 96 tons. P. Fitted at New York, 1863-4.

R. R. Cuyler, S. 12 guns. 1,202 tons. L. 238, B. 32, D. 22. P. C. \$165,000, 1861.

Captures the schooner J. W. Wilder fifteen miles west of Mobile Bar. [This vessel was condemned, and used by the coast survey officers attached to Farragut's fleet.] Jan. 20, 1862.

Captures the schooner Eugenie (now in the service), May 7, 1863.

Destroys the rebel schooner Isabel, near Fort Morgan, and captures three others, May 18, 1863.

S.

Sabine, Frigate, 52 guns. 1,726 tons. Built at the Brooklyn Navy Yard, 1855.

Rescues the marine battalion from the sinking trans-

port Governor, of the Port Royal expedition, Nov. 2, 1861.

Returns to New York after a successful cruise after the U. S. ship Vermont, April 15, 1862.

Cruises for privateers.

Recruiting service at eastern seaport towns.

Sabine Pass, Texas, Attacked by the Kensington, Rachel Seaman, and Henry Janes, Sept. 25, 1862.

A joint expedition, consisting of about 4,000 troops, under Major General Franklin, and the gunboats Clifton, Sachem, Arizona, and Granite City, attacks Sabine Pass. The movement was to have been made at dawn on the 7th of Sept., but owing to unavoidable delay it did not take place until 3 P. M. the following afternoon. At 9 o'clock A. M., the gunboats and transports stood in and opened on the fort, which was unanswered; at 3.30 P. M., a general engagement began, and the enemy soon put a shot through the boilers of the Sachem and Clifton, completely disabling them, and they were obliged to surrender. The transports, seeing how matters stood, fled, and thus the expedition was abandoned, Sept. 8, 1863.

Sachem, S., 5 guns, 197 tons. L. 121, B. 23, D. 7. P. C. \$10,000, 1861.

Coast survey vessel, Farragut's fleet, at New Orleans, April, 1862.

Sends a boat expedition which captures a schooner in Aransas Bay, Texas, Dec. 6, 1862.

Sends a boat expedition to cut out an armed schooner in Corpus Christi Pass. Failed. Dec. 7, 1862.

Attacked by the rebel flotilla in Galveston Bay, Texas [see Galveston, Texas], Jan. 1, 1863.

Attacks Port Hudson batteries, while Farragut passes

tnem in the Hartford [see Port Hudson], March 14, 1863.

At the surrender of Brashear City, July 22, 1863.

Captured at Sabine Pass [see Sabine Pass, Texas], Sept. 8, 1863.

Saco, S., 8 guns. 593 tons. Built at Boston, 1863-4.
Launched, Aug. 25, 1863.

Sacramento, S., 14 guns. 1,367 tons. Built at the Portsmouth Navy Yard. Engines by the Taunton Locomotive Manufacturing Co., Taunton, Mass., 1861.

Went on a trial trip, Jan. 22, 1864.

Went to sea, Feb. 2, 1864.

Sailed from Boston on special service, March 24, 1864.

Put in commission, for special service in European waters, to search for rebel privateers. At Portsmouth, N. H., June 7, 1864.

Sagamore, S., 5 guns, 507 tons. Built at Boston by A. & G. Sampson. Engines by the Atlantic Works, Boston, 1861.

Sends a boat expedition, accompanied by the boats of the Mercedita to Apalachicola, which they capture, with several small vessels, some of which they destroy, April 3, 1862.

Sends a boat expedition to Smyrna, Fla., to destroy a schooner. On the approach of the boat, she was fired by the enemy, and the people on shore fired into them, killing one and wounding five of the crew, March 1, 1863.

Sends an expedition to Bayport, Fla., April 4, 1863.

Captures four schooners, Aug. 8, 1863.

Saginaw, S. W., 5 guns. 453 tons. Built at San Francisco, 1858.

Attached to the Pacific Squadron, 1861-4.

A battery at Kin-hone, China, fired upon her, but done no damage, July 12, 1861.

Sam Houston, Schooner, 1 gun. 66 tons. West Gulf Squadron.

Samson, S. W. (ram), 0 guns. 600 tons. Mississippi Squadron, 1861.

Samuel Rotan, Schooner, 2 guns, 1 mortar. 212 tons. L. 110, B. 28, D. 7. P. C. \$11,000, 1861.
Attached to the East Gulf Squadron.

Sandusky, Iron-clad, 2 guns. 479 tons. Built at Pittsburg, Pa., 1863-4.

Sangamon, Iron-clad, 2 guns. 844 tons. Built at Chester, Pa., 1862.

Launched, Oct. 27, 1862.

Put in commission, Feb., 1863.

Leaves Chester, Pa., for Fortress Monroe, Feb. 9, 1863.

Accompanied by the Commodore, Barney, Cohasset, and John Farron (army transport), make a reconnoissance up the James River, and engages the enemy, Aug. 4, 5, 1863.

Arrived at Port Royal, S. C., Feb. 11, 1864.

San Jacinto, S., 14 guns. 1,446 tons. Built at the Brooklyn Navy Yard, 1850.

Was notified of the presence of a large number of rebel vessels at Havana, Cuba, whither she proceeded, Oct. 24, 1861.

Stops the British mail steamer Trent, in the Bahama Channel, and removed from on board the so-called Confederate ministers, Mason and Slidell, with their secretaries [see Mason and Slidell]. Their

families were allowed to proceed in the Trent, Nov. 8, 1861.

Arrived at Fortress Monroe with the prisoners, Nov. 15, 1861.

Transferred Mason and Slidell to Fort Warren, Boston Harbor, Dec. 1861.

Flagship of the West India Squadron, 1862, and a part of 1863.

Captures the Lizzy Davis, B. R., Sept. 16, 1863.

Flagship of the East Gulf Squadron, 1863-4.

Santee, Frigate, 49 guns, 1,726 tons. Built at Kittery, Me., 1855.

First and second launches capture and destroy the rebel privateer "Royal Yacht," at two o'clock A. M., on the morning of the 8th of November. The crew, consisting of thirteen persons, were taken prisoners, and the privateer set on fire. Lient. Jewett, one officer, and six of the sailors were wounded, Nov. 8, 1861.

Was sent north from the Galveston blockade; her crew suffered with the scurvy, and after being refitted, she was sent to the Naval Academy as a school ship for the midshipmen. She is there at present time, 1864.

Santiago de Cuba, S. W., 10 guns. 1,567 tons. Machinery by Neptune Iron Works. L. 229, B. 38, D. 19. P. C. \$200,000, 1861.

Went into commission, 1861.

Captures the Victory, B. R. (Queen), June 20, 1863.

Captures the Britannia, B. R., June 25, 1863.

Captures the Lizzie, B. R., July 15, 1863.

Sarah Bruen, Schooner, 2 guns, 1 mortar. 233 tons. L. 106, B. 27, D. 9. P. C. \$7,000, 1861.

One of the Porter mortar flotilla [see New Orleans, or mortar flotilla], April, 1862.

Bombards the Vicksburg batteries, June 28, 1862.

At the Port Hudson batteries [see Port Hudson], May 23, 1863.

Saranac, S. W., 13 guns. 1,446 tons. Built at Kittery, Me, 1848.

Attached to the Pacific Squadron, 1861-2-3-4.

Saratoga, Sloop-of-war, 22 guns. 882 tons. Built at Kittery, Me., 1842.

Sassacus, S. W., 10 guns. 974 tons. Built at Portsmouth, N. H., 1863.

Made her trial trip at sea, Oct. 5, 1863.

Arrived at Washington, D. C., Nov. 19, 1863.

Sailed from Washington, D. C., Jan. 22, 1864.

Sailed from Fortress Monroe for the blockade, Jan. 25, 1864.

Arrived at Washington, D. C., from the blockade, April 12, 1864.

Sailed from thence, April 15, 1864.

Rams the rebel iron-clad Albemarle in Albemarle Sound, and cripples her. The Sassacus had her boiler perforated by a shot, and twenty of her officers and crew scalded and injured, May 5, 1864.

Satellite, S. W., 2 guns. 217 tons. L. 120, B. 22, D. 8. P. .C. \$19,000, 1861.

Skirmishes with the enemy at Tappahanock, Va., June 30, 1863.

Captured by a rebel boarding party near the mouth of the Rappahannock River, Aug 23, 1863.

Saugus, Iron-clad, 2 guns. 1,034 tons. Built at Wilmington, Del., 1863.

Sailed from Philadelphia for Hampton Roads, April, 1864.

Attached to Admiral Lee's James River flotilla, May, 1864.

Savannah, Sloop of war, 7 guns (24-gun ship), 1,726 tons.
Built at Brooklyn, 1842.

Was converted into a school ship for junior officers early in the war, and has remained at the Brooklyn Navy Yard since, 1862-3-4.

Savannah River, Ga.—A joint expedition of the military and naval forces at Port Royal were sent up the Savannah River to ascertain if operations were practicable in the direction of Savannah, and, at the same time, to cause a distraction of the rebel forces, as the Union troops and flotilla were about to attack Fernandina, Fla., in January, 1862. The naval portion of the operations was under the command of Fleet Captain C. H. Davis, who was accompanied by Commander C. R. P. Rodgers. The vessels comprising the fleet were the *Ottawa*, *Seneca*, *Isaac Smith*, *Potomoka*, *Ellen*, *Western World*, and two armed launches from the *Wabash*. The army transports were the *Cosmopolitan*, *Delaware*, and *Boston*, under command of Brig. Gen. H. G. Wright. A brief but sharp engagement ensued between the Union and Confederate vessels; the latter being under the command of Flag Officer Tatnall, C. S. N. The rebel vessels were obliged to withdraw from the action; one of them sunk shortly after she reached the wharves at Savannah. The city was thrown into a terrible state of excitement, and the expedition accomplished its object, Jan. 28, 1863.

Blockade established by the Flag, E. B. Hale, and *Western World*, who had a smart engagement with

the rebel flotilla, who came down to drive the Union vessels off, Feb. 14, 1862.

Five infernal machines discovered in the Savannah River, Feb. 16, 1862.

Sciota, S., 5 guns. 507 tons. Built at Philadelphia by Jacob Birley. Engines by Isaac P. Norris & Co., 1861.

Attacks and passes Forts Jackson and St. Philip, [see New Orleans.] As flagship of the third division, Commander H. H. Bell, April 24, 1862.

Attacks and passes the Vicksburg batteries, June 28, 1862.

Attacked by the ram Arkansas [see ram Arkansas], July 15, 1862.

Passes below the Vicksburg batteries, July 15, 1862.

Attacked by the batteries at Donaldsonville, Lieut. Swazey her executive officer, late of the Varuna, killed, Oct. 4, 1862.

Sunk by collision with the Arizona in the Mississippi River, July, 1863.

Raised and fitted for service, 1863.

Sea Bird, Schooner, 1 gun. 57 tons. Tender to the East Gulf Squadron, 1863.

Sea Foam, Brig, 4 guns. 264 tons. L. 112, B. 26, D. 10. P. C. \$10,000, 1861.

One of the Porter mortar flotilla [see New Orleans], April, 1862.

Sebago, S. W., 10 guns. 832 tons. Built at the Portsmouth Navy Yard. Engines by the Novelty Iron Works, N. Y., 1861-2.

Put in commission, March 20, 1862.

Arrived at Fortress Monroe, April 11, 1862.

At Yorktown, Va., May 4, 1862.

Sent up the Pamunkey River to destroy rebel transports, May 17, 1862.

Joined the South Atlantic Squadron, July 20, 1862.

Selfridge's Cut-Off, Mississippi River.—A canal cut by order of Lieut. Commanding T. O. Selfridge, U. S. N., commanding the *Conestoga*, connecting the Mississippi River with the Arkansas, thereby saving a distance of ten miles navigation, and bringing the mouths of the White and Arkansas Rivers in such close proximity, that both could be blockaded by one vessel. The work was accomplished April, 1863.

Seminole, S., 9 guns. 801 tons. Built at the Pensacola Navy Yard, 1858.

Engages the rebel battery at Freestone Point, on the Potomac, Sept. 25, 1861.

Fired into on the Potomac, Oct. 15, 1861.

At the capture of Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

At the capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

Captures the *Sir William Peel*, B. R., Sept. 11, 1863.

Seneca, S., 5 guns. 507 tons. Built by Jeremiah Simonson, at Greenpoint, L. I. Engines by the Novelty Iron Works, N. Y., 1861.

At the capture of Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

On an expedition to Warsaw Sound, Dec. 5, 1861.

Attached to the Savannah River expedition [see Savannah River], Jan. 28, 1862.

Assists in the capture of Fernandina, Fla. [see Fernandina, Fla.], March 4, 1862.

Lieut. Commanding Sprosten, commanding the *Seneca*, was killed by a guerilla chief named George Huston, whom he had gone on shore to capture, at Mayport Mills, St. Johns River, Fla. The murderer was immediately fired upon, and wounded in four places, June 8, 1862.

Attacks Fort McAllister, Ga. [see Fort McAllister],
Jan. 27, 1863.

At the second attack on Fort McAllister, Feb. 1,
1863.

Assists in the destruction of the privateer Nashville
in the Ogeechee River, Feb. 28, 1863.

In the attack upon Fort Wagner [see Fort Wagner],
July 18, 1863.

Sends an armed boat's crew, who destroy the Hudson
Place Salt Works, near Darien, Ga., Sept. 22, 1863.

Sewall's Point Batteries, Va., were shelled by the U. S.
fleet in Hampton Roads, preparatory to an advance
upon Norfolk by the Union troops. The following
vessels participated in the attack: Minnesota,
Monitor, Susquehanna, Dacotah, Seminole, San
Jacinto, Mount Vernon, and Naugatuck, May 8,
1862.

Evacuated by the enemy, May 9, 1862.

Shakamaxon, Iron-clad, 4 guns. 3,200 tons. Building at
the Philadelphia Navy Yard, 1864.

Shamokin, S. W., 10 guns. 1,030 tons. Building at Ches-
ter, Pa., 1864.

Shamrock, S. W., 10 guns. 974 tons. Built at the
Brooklyn Navy Yard. Engines by the Allaire
Iron Works, 1863.

Launched, April 17, 1863.

Shark, Schooner, 0 guns. 87 tons. South Atlantic Squad-
ron, 1863.

Shawmut, S., 5 guns. 593 tons. Built at Portsmouth, N.
H., 1863.

Launched, June 15, 1863.

Shawsheen, S. W., 3 guns. 180 tons. L. 118, B. 23, D.
7. P. C. \$16,000, 1861.

At Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City [see Elizabeth City, N. C.], Feb. 10, 1862.

At Hamilton, N. C. [see Hamilton], July 9, 1862.

Neuse River operations, Dec. 12, 1862.

Attacks the enemy near Fort Anderson, N. C., March 4, 1863.

Shepherd Knap, Ship, 8 guns. 838 tons. L. 160, B. 33, D. 22. P. C. \$35,718, 1861.

Made a six months' cruise, sailing over 30,000 miles, and was 110 days in close pursuit of the privateer Sumter, 1862.

Wrecked on the reef off the harbor of Cape Haytean, May 18, 1863.

Shawnee, Iron-clad, 2 guns. 614 tons. Building at East Boston, 1864.

Shenandoah, S., 10 guns. 1,378 tons. Built at the Philadelphia Navy Yard. Engines by Merrick & Sons, Philadelphia, 1861-2.

Sailed from the Philadelphia Navy Yard, Sept. 8, 1862.

Sailed from the Philadelphia Navy Yard second time, June 25, 1863.

Arrived at Boston, June 30, 1863.

Shiloh, Iron-clad, 2 guns. 614 tons. Built at St. Louis, 1864.

Shokokon, S. W., 6 guns. 700 tons. P. Formerly one of Geo. Law's ferry-boats.

Went into commission at the Brooklyn Navy Yard, May 19, 1863.

Assists in the destruction of the Hebe, B. R., off New Inlet, N. C., Aug. 18, 1863.

Signal, S. W., 6 guns. 190 tons. Mississippi Squadron.
At the Yazoo River expedition [see Yazoo Batteries],
Dec. 29, 1862.

At Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

Yazoo City [see Yazoo City], July 18, 1863.

Sidney C. Jones, Schooner, 2 guns, 1 mortar. 245 tons.
L. 113, B. 28, D. 12. P. C. \$10,500, 1861.

One of Porter's mortar flotilla [see New Orleans],
April, 1862.

At the Vicksburg Batteries, June 28, 1862.

Blown up to prevent her falling into the hands of the enemy. Owing to a misconception of orders, she was blown up, whereas she could have been saved, July 15, 1862.

Silver Cloud, S. W., 6 guns. 236 tons. Mississippi Squadron.

Silver Lake, S. W., 6 guns. 212 tons. Mississippi Squadron.

Assists in the repulse of 4,500 rebels, who had attacked the Union forces at Dover, Tenn., Feb. 4, 1863.

Snowdrop, S., 2 guns. 125 tons. P. and fitted at New York, 1863-4.

Somerset, S. W., 6 guns. 521 tons.

Captures the steamship Circassian—prize, April 4, 1862.

Sends a boat expedition to destroy the salt works at Cedar Key, Fla. The boats of the Tahoma assisted, and the result was very satisfactory, Oct. 6, 1862.

Saves the armament and many of the stores from the wreck of the U. S. bark *Amanda*, June, 1863.

Destroys the salt works near Alligator Bay, Fla., July, 1863.

Sonoma, S. W., 9 guns. 955 tons. Built at the Portsmouth Navy Yard. Engines by the Novelty Iron Works, 1862.

Starts on her memorable chase after the privateer *Florida*, Feb. 1, 1863.

Sophronia, Schooner, 2 guns, 1 mortar. 217 tons. L. 104, B. 28, D. 8. P. C. \$8,000, 1861.

One of Porter's mortar flotilla [see *New Orleans*, or *Mortar Flotilla*], April, 1862.

South Carolina, S., 8 guns. 1,165 tons. L. 217, B. 33, D. 25. P. C. \$172,500, 1861.

Shells Galveston, Texas, Aug. 3, 1861.

Southfield, S. W., 7 guns. 751 tons. P., 1862.

At the attack upon Roanoke Island [see *Roanoke Island*], Feb. 7, 1862.

At Newbern, N. C. [see *Newbern*, N. C.], March 14, 1862.

Attacked by the enemy at Plymouth, N. C.; the sixth shot from the battery passed through her steam chest, and disabled her engine; the casualties were one dangerously and two slightly wounded, and one drowned, Dec. 10, 1862.

Aids the besieging troops at Washington, N. C. [see *Washington*, N. C.], April 3, 1863.

Sunk by rebel ram *Albemarle*, at Plymouth, N. C., April 18, 1864.

Sovereign, S. W., ram. 440 tons. Mississippi Squadron.

Speedwell, S., 2 guns. 350 tons. Building at Boston, 1864.

Springfield, S. W., 6 guns. 146 tons. Mississippi Squadron.

Squando, Iron-clad, 2 guns. 614 tons. Building at East Boston, 1863-4.

Standish, S., 2 guns. 350 tons. Building at Boston, 1864.

St. Clair, S. W., 6 guns. 203 tons. Mississippi Squadron, 1862-4.

Aids in driving back the enemy, who had attacked the Union forces at Dover, Tenn., Feb. 4, 1863.

St. Lawrence, Frigate, 12 guns (50 gun ship). 1,726 tons. Built at the Gosport Navy Yard, 1847.

Captures the brig *Herald*, B. R., off Charleston, Aug., 1861.

Captures the privateer *Petrel*, off Charleston, S. C., Aug., 1861.

At the engagement in Hampton Roads [see *Merrimac Fight*], March 8, 1862.

Sailed from Hampton Roads for Key West, as flag ship of the East Gulf Squadron, May 9, 1862.

Ordnance ship of the North Atlantic Squadron, at Hampton Roads, 1864.

St. Louis, Sloop of war, 18 guns. 700 tons. Built at the Washington Navy Yard, 1828.

Employed on a special cruise after privateers, 1863-4.

She is in Funchal, Madeira, in company with the privateer *Florida*, Feb. 27, 1864.

St. Louis, (Steamer), Mississippi Squadron.

Attacked by three rebel gunboats near Columbus, Ky., Jan. 11, 1862.

At the capture of Fort Henry, Feb. 6, 1862.

Flag ship at the attack on Fort Donelson, Feb. 14, 1862.

Assists in the capture of Memphis, and the destruction of the rebel flotilla, June 6, 1862.

At Charles City, Ark., June 17, 1862.

St. Mary's, Sloop of war, 23 guns. 985 tons. Built at the Washington Navy Yard, 1844.

Attached to the Pacific Squadron, 1861-4.

Stars and Stripes, S., 5 guns. 407 tons. L. 147, B. 34, D. 9. P. C. \$55,000, 1861.

Attacks Roanoke Island, N. C. [see Roanoke Island], Feb. 7, 1862.

At Newbern [see Newbern, N. C.], March 14, 1862.

State of Georgia, S. W., 8 guns, 1,204 tons. L. 214, B. 34, D. 17. P. C. \$89,025, 1861.

At the attack and capture of Fort Macon, N. C. [see Fort Macon], April 26, 1862.

Sailed from Hampton Roads with the iron-clad Passaic in tow, Dec. 29, 1862.

Arrived at Beaufort, N. C., June 1, 1863.

Stepping Stones, S. W., 5 guns. 226 tons. L. 14, B. 24, D. 7. P. C. \$20,000, 1861.

Nansemond River operations, April 14, 1863.

Stettin, S., 5 guns. 600 tons. B. R. Captured near Bull Bay, by the Bienville, May 24, 1862.

Converted into a commissioned vessel of war, 1862-3.

Captures the Aries, B. R., March 28, 1863.

Captures the St. John, B. R., April 18, 1863.

Captures the Dramona, B. R., Sept. 26, 1863.

Captures the Alma, B. R., Oct. 31, 1863.

Stockdale, S. W., 6 guns, 188 tons. West Gulf Squadron.

Stonewall, Schooner, 1 gun. 30 tons. East Gulf Squadron.

Stone Fleet was composed of the following old vessels, loaded with stone, for the purpose of sinking in the channels, and closing certain ports of the States in rebellion:—

John Alexander, Schr., P. at Balt., Md.....C.	\$2,000
Ellen Goldsborough, Schr., P. at Balt., Md..	1,500
Mary and Hetty, Schr., P. at Balt., Md....	1,500
Alvarado, Schr., P. at Baltimore, Md.....	1,200
Southerner, Schr., P. at Baltimore, Md.....	900
South Wind, Schr., P. at Baltimore, Md...	1,500
William and James, Schr, P. at Balt., Md...	600
Delaware Farmer, Schr., P. at Balt., Md....	500
Mary Frances, Schr., P. at Baltimore, Md...	800
George P. Upshur, Schr., P. at Balt., Md...	800
Orion, Schr., P. at Baltimore, Md.....	800
Sarah Bibby, Schr., P. at Baltimore, Md...	800
Patriot, Schr., P. at Baltimore, Md.....	600
Hero, Schr., P. at Baltimore, Md.....	600
Sarah M. Kemp, Schr., P. at Baltimore, Md.	800
Augustus Hally, Schr., P. at Baltimore, Md.	600
W. W. Burns, Schr., P. at Baltimore, Md..	1,000
Friendship, Schr., P. at Baltimore, Md.....	1,000
E. D. Thompson, Schr., P. at Balt., Md...	600
William L. Bartlett, Schr., P. at Balt., Md.	400
Sommerfield, Schr., P. at Baltimore, Md...	1,500
Cambria, Schr., P. at Baltimore, Md.,.....	1,500
Corea, Ship, P. at New London	2,300
Tenedos, Bark, P. at New London.....	1,650
Lewis, Ship, P. at New London.....	3,250
Fortune, Bark, P. at New London.....	3,250
Robin Hood, Ship, P. at Mystic.....	4,000
Archer, Ship, P. at New Bedford.....	3,360
Cossack, Bark, P. at New Bedford.....	3,200
Amazon, Bark, P. at Fair Haven.....	3,675
Frances Henrietta, Bark, P. at N. Bedford	4,000

Garland, Bark, P. at New Bedford.....C.	\$3,150
Harvest, Bark, P. at Fair Haven.....	4,000
Americus, Bark, P. at Edgarstown.....	3,370
Timor, Ship, P. at Sag Harbor.....	2,200
Meteor, Ship, P. at Mystic.....	4,000
Rebecca Sims, Ship, P. at Fair Haven.....	4,000
L. C. Richmond, Ship, P. at New Bedford..	4,000
Courier, Ship, P. at New Bedford.....	5,000
Maria Theresa, Ship, P. at New Bedford...	4,000
Kensington, Ship, P. at New Bedford.....	4,000
Herald, Ship, P. at New Bedford.....	4,000
Potomac, Ship, P. at Nantucket.....	3,500
Peter Demil, Bark, P. at New York.....	2,600
Phoenix, Ship, P. at New London.....	3,150
Leonidas, Bark, P. at New Bedford.....	3,150
South America, Bark, P. at New Bedford..	3,600
Edward, Bark, P. at New York.....	4,000
Mechanic, Ship, P. at Newport.....	4,300
Messenger, Bark, P. at Salem.....	2,250
India, Ship, P. at New Bedford.....	5,500
Noble, Bark, P. at Sag Harbor.....	4,300
*Valparaiso, Ship, P. at New Bedford.....	5,500
New England, Ship, P. at New London...	5,000
Dove, Bark, P. at New London.....	2,500
Newburyport, Ship, P. at Boston.....*	4,500
William Lee, Ship, P., at Newport.....	4,200
Emerald, Ship, P. at Sag Harbor.....	5,500
Mystic, Bark, P. at New Bedford.....	3,150
Stephen Young, Brig, P. at New Bedford.	1,600

\$160,205

Stone Fleet. Sailed for Charleston Bar, Nov. 20, 1861.
Sixteen of the stone fleet sunk off the bar, Dec. 20,
1861.

* Not sunk. Coal ship at Port Royal.

Ship Island shelled by Union gunboats. Fort Twiggs evacuated, Sept. 17, 1861.

St. Charles (White River) evacuated on the approach of the iron-clad Baron de Kalb and Cincinnati, Jan. 14, 1863.

St. Mary's, Fla. [See Fernandina, Fla.]

Stono Inlet, S. C., batteries open on the Pocahontas, Dec. 26, 1861.

The U. S. gunboats Unadilla, Pembina, Ottawa, Pawnee, Huron, and Ellen take possession, May 30, 1862.

Sumter, S., 5 guns. 460 tons. Purchased in 1858.

Sunk by collision with the transport General Meigs near Smith's Island Light, Va., June 14, 1863.

The crew were rescued by the schooner Jamestown bound to Boston, and returned to Hampton Roads, June 24, 1863.

Sumter, Ram, captured from the rebels, and subsequently wrecked in the Mississippi River, 1862.

Suncook, Iron-clad, 2 guns. 614 tons. Building at South Boston, 1864.

Sunflower, S., 2 guns. 294 tons. P. East Gulf Squadron, 1863.

Supply Ship, 7 guns. 547 tons. Purchased for a store vessel, 1846.

Captures the schooner Stephen Hart loaded with a valuable cargo of arms in lat. 24 N. long. 82 W., June 29, 1862.

Susquehanna, S. W., 16 guns. 2,450 tons. Built at Philadelphia, 1841.

Sailed from New York for Vera Cruz, Aug. 27, 1860.

Arrived in Boston, June 6, 1861.

At Hatteras Inlet [see Hatteras Inlet], Aug. 29, 1861.

At the capture of Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

At the bombardment of Sewall's Point, May 9, 1862.

Sent to the Mobile blockade, June, 1862.

Sailed from Mobile, April 16, 1863.

Went out of commission at New York, May 15, 1863.

Suwanee, S. W., 10 guns. 1,030 tons. Building at New York, 1864.

Sweetbrier, S., 2 guns. 240 tons. P. Fitted at New York, 1864.

Sailed from New York, Feb. 3, 1864.

Switzerland, Ram. Mississippi Squadron.

Sunk by the Vicksburg batteries, March 25, 1863.

T.

Tacony, S. W., 10 guns. 974 tons. Built at the Philadelphia Navy Yard, 1863.

Launched, May 6, 1863.

Trial trip, Dec. 18, 1863.

Sailed from Philadelphia, Feb. 13, 1863.

Tahgayuta, S., 8 guns. 2,200 tons. Hull not commenced. Engines contracted for, 1863.

Tahoma, S., 6 guns. 507 tons. Built by W. & A. Thatcher at Wilmington, Del. Engine by Reany, Son & Archbold, Chester, Pa., 1861.

Sends a boat expedition to cut out a schooner in the harbor at Cedar Keys, Fla., Feb. 24, 1862.

Sends four boats in company with the same number

from the Somerset, who destroy the salt works near Cedar Keys, Fla., Oct. 6, 1862.

Attacks the enemy's works at Gadsden's Point, Fla., April 2, 1863.

Tallahatchie, S. W., 6 guns. 171 tons. West Gulf Squadron, 1863.

Tallahoma, S. W., 10 guns. 974 tons. Built at New York, 1863.

Launched, Feb. 28, 1863.

Tallapoosa, S. W., 10 guns. 974 tons. Built at Boston, engines by Neptune Iron Works, 1863.

Launched, Feb. 1, 1863.

Tawah, S. W., 8 guns. 108 tons. Mississippi Squadron, 1863.

T. A. Ward, Schooner, 5 guns. 284 tons. L. 114, B. 28, D. 9. P. C. \$11,300, 1861.

One of Porter's mortar flotilla [see New Orleans], April, 1862.

Teaser, S., 5 guns. 90 tons. Abducted from the rebels by a party from Norfolk Navy Yard, 1862.

Refitted and put in the Potomac flotilla, 1862.

Nansemond River operations, April 14, 1863.

Tecumseh, Iron-clad, 2 guns. 1,034 tons. Built by Secor & Co., Jersey City, N. J., engines by Secor & Co., 1863-4.

Launched, Sept. 1, 1863.

Trial trip, March 29, 1864.

Put in commission, April 19, 1864.

Sailed for Fortress Monroe.

Attached to Admiral Lee's James' River flotilla, May, 1864.

Tennessee, S. W., 5 guns. 1,275 tons. Built in Baltimore, 1853. L. 210, B. 33, D. 19. Captured by Farragut's fleet at the city of New Orleans, April 25, 1862.

Converted into a war vessel in May, 1862.

Captures the Fox and Montgomery, B. Rs., Sept. 12, 1863.

Is the light draft flag ship of Admiral Farragut when he leaves the Hartford, 1864.

Tensas, S. W., 2 guns. 150 tons. Mississippi Squadron, 1863.

Thistle, S. W., 2 guns. 50 tons. Tender Mississippi Squadron, 1863.

Thomas Freeborn, S. W., 3 guns. 269 tons. L. 140, B. 24, D. 8. P. C. \$32,500, 1861.

Skirmishes with the rebel batteries at Sewall's Point, Va. She had two men wounded. The vessel was struck several times, May 19, 1861.

Attacks the Aquia Creek batteries, and after an action of two hours withdraws, May 31, 1861.

Renews the engagement, silencing the battery, burning the depot and other buildings by her shells, June 1, 1861.

Attacks the Mathias' Point, Va., batteries. Commander James H. Ward killed and eight seamen wounded, June 27, 1861.

Attacked near Fort Lowry, on the Rappahannock River, Feb. 24, 1863.

Ticonderoga, S., 20 guns. 1,533 tons. Built at the Brooklyn Navy Yard, engines by the Allaire Works, N. Y., 1862.

Put in commission, May 12, 1863.

Arrives at New York from Hampton Roads, April 21, 1864.

Tioga, S. W., 8 guns. 819 tons. Built at the Charlestown Navy Yard, engines by Morgan Iron Works, N. Y., 1861.

Captures the *Granite City*, B. R., March 22, 1863.

Captures the *Herald*, B. R., Sept. 28, 1863.

Collided with the *Metacomet* off Abacoa, Feb. 2, 1864.

Tippecanoe, Iron-clad, 2 guns. 1,034 tons. Built at Cincinnati, 1863.

Tonawandah, Iron-clad, 4 guns. 1,564 tons. Building at Philadelphia Navy Yard, 1863-4.

Torpedo, rebel gunboat, arrives at Newport News with Confederate Vice President Alex. H. Stephens and Hon. Robert Ould on board, purporting to have a special message to the President of the United States to be delivered in person, July 4, 1863.

Returns to Richmond, no interview being allowed, July 7, 1863.

Torpedoes blow up the U. S. S. *Cairo* in the Yazoo River, Dec. 12, 1863.

Torpedo Vessel Davis attempts to blow up the *New Ironsides* in Charleston harbor, and after exploding her torpedo, is sunk by the shock and her crew made prisoners, Oct. 5, 1863.

Trent, British Mail Steamer, overhauled by the *San Jacinto* in the Bahama Channel, and the rebel ministers Mason and Slidell removed therefrom, Nov. 8, 1861.

Triana, S., 2 guns. 350 tons. Building at New York, 1864.

Tritonia, S. W., 1 gun. 202 tons. P. Fitted at New York, 1864.

Tulip, S., 5 guns. 183 tons. P. Built for the Chinese Navy under Mandarin Ward, by Jewett & Co., Brooklyn, 1863.

Tunxis, Iron-clad, 2 guns. 614 tons. Built at Chester, Pa., 1864.

Tuscarora, S., 12 guns. 997 tons. Built at the Philadelphia Navy Yard, engines by Merrick & Sons, Philadelphia, 1862.

During the early part of the rebellion she was employed in the search for rebel privateers on the coast of England, France, and Spain, and among the Western Islands, 1862-3.

After being repaired at Philadelphia, came to New York to carry the late Admiral Foote to Charleston. She arrived at New York, June 12, 1863.

Tuscumbia, Iron-clad, 5 guns. 565 tons. Mississippi Squadron.

Completed, March, 1863.

Runs the Vicksburg batteries [see Admiral Porter's Fleet], April 16, 1863.

At the capture of Grand Gulf, Miss., April 29, 1863.

Attacks Vicksburg batteries [see Vicksburg], May 22, 1863.

Two Sisters, Schooner, 1 gun. 54 tons. Tender East Gulf Squadron, 1863.

Tybee Island, Ga., occupied by U. S. forces, Nov. 24, 1861.

Tyler, S. W., 10 guns. 575 tons.

Attacks the batteries at Hindman, Ky., and the rebel gunboat Yankee, Sept. 4, 1861. —

Engages rebel batteries on the Mississippi River three miles above Columbus, Ky., Oct. 7, 1861.

Attacks the rebel batteries at Belmont, Mo., Nov. 9, 1861.

Makes a reconnoissance to Columbus, Ky., Jan. 7, 1862.

At the capture of Fort Henry, Feb. 6, 1862.

Attacks Fort Donelson, Feb. 14, 1862.

At Pittsburg Landing, April 6, 1862.

Engages the ram Arkansas, July 15, 1862.

On the Yazoo River expedition [see Yazoo Batteries], Dec. 29, 1862.

Attacks Haines' Bluff [see Haines' Bluff], April 30, May 1, 1863.

At St. Helena when it was attacked by 18,000 rebels, July 4, 1863.

U.

Umpqua, Iron-clad, 2 guns. 614 tons. Built at Pittsburg, 1864.

Unadilla, S., 7 guns. 507 tons. Built by John Englis, at New York. Engines by the Novelty Iron Works, 1861.

Launched, Aug. 17, 1861.

Trial trip, Sept. 19, 1861.

At the capture of Port Royal, S. C. [see Port Royal, S. C.], Nov. 7, 1861.

Makes a reconnoissance to St. Helena Sound, Nov. 27, 1861.

Uncas, S., 5 guns, 192 tons. L. 118, B. 23, D. 7. P. C. \$10,000, 1861.

On the Pocotaligo expedition, Oct. 22, 1862.

On the blockade off St. Johns, Fla., Jan., 1863.

Sold at New York, Aug., 1863.

Underwriter, S. W., 4 guns. 341 tons. L. 170, B. 23, D. 9. P. C. \$18,500, 1861.

At the capture of Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City [see Elizabeth City], Feb. 10, 1862.

Makes a reconnoissance to Edenton, N. C., Feb. 12, 1862.

At the capture of Newbern [see Newbern, N. C.], March 14, 1862.

Captured near Newbern, N. C., and destroyed, Feb. 2, 1864.

Union, S., 5 guns. 1,114 tons. Supply steamer of the East Gulf Squadron, 1863-4.

She sends a boat expedition, and captures a schooner in Dumfries Creek, Va., Oct., 1861.

Union, S., 4 guns. Chartered, 1861.

Chased the privateer York ashore, and destroyed her off Cape Hatteras, Aug. 10, 1861.

Destroys a large schooner in Dumfries Creek, Oct. 11, 1861.

United States, Frigate, 50 guns. 1,600 tons. Built at the Philadelphia Navy Yard, 1797.

Sunk at the Gosport Navy Yard by the Union officers, who evacuated it, April 20, 1861.

Raised and towed to the Gosport Navy Yard, by the United States Government, who had given the work to contractors, Nov. 29, 1862.

Upper Ohio Squadron, commanded by Commander Le Roy Fitch, U. S. N., was composed of the following vessels: Moose, Alleghany Belle, Naumkeag, Reindeer, Victory, and Springfield, 1863.

V.

Valparaiso, Ship, 0 guns. 402 tons. Was purchased among the stone fleet [see Stone Fleet], and is now a store ship at Port Royal, 1864.

Vandalia, Sloop of war, 22 guns. 783 tons. Built at the Philadelphia Navy Yard, 1828.

Captures, off Charleston, the schooner H. Middleton, from Charleston for Liverpool, Aug. 21, 1861.

At Port Royal [see Port Royal, S. C.], Nov. 7, 1861.

Captures the blockade runner Princess Royal, Jan. 29, 1863.

Ordered to Portsmouth, N. H., as a receiving ship, July, 1863.

Vanderbilt, S. W., 15 guns, 3,360 tons. L. 311, B. 47, D. 31. Built by Jeremiah Simonson, Greenpoint, L. I., 1856.

Presented to the U. S. Government by Cornelius Vanderbilt, 1862.

Sailed from New York for Hampton Roads, Jan. 10, 1863.

Left Hampton Roads, Jan. 29, 1863.

Sailed from Havana, Feb. 4, 1863.

Arrived at St. Thomas on the 15th, sailed Feb. 16, 1863.

At Havana, March 24, 1863.

St. Jago de Cuba, April 24, 1863.

Arrives at Rio de Janeiro, July 16, 1863.

Leaves Rio de Janeiro, Aug. 3, 1863.

Arrives at St. Helena, Aug. 15, 1863.

Leaves St. Helena, Aug. 20, 1863.

At St. Simon's Bay, Cape of Good Hope, Aug. 30, 1863.

Captures the bark Saxon, Oct., 1863.

Leaves St. Simon's Bay, Sept. 11, 1863.

At Barbadoes, Dec. 19, 1863.

Arrives at New York, Jan. 18, 1864.

Valley City, S., 6 guns. 190 tons. L. 127, B. 21, D. 7.
P. C. \$18,000, 1861.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City [see Elizabeth City], Feb. 10, 1862.

At Newbern, N. C. [see Newbern, N. C.] March 14, 1862.

Captures and destroys several vessels; burns a grist-mill, and skirmishes with the enemy on the Chowan River, May 4, 1863.

Varuna, S., 9 guns. 1,300 tons. Built at Mystic, Ct. P. C. \$135,000, 1861.

Attacks and passes Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Sunk in action with the rebel gunboats above forts, April 24, 1862.

Velocity, Schooner, 1 gun. 60 tons.

Captured, with the ship Morning Light, at Sabine Pass, Texas, Jan. 22, 1863.

Vermont, Ship, 18 guns (84-gun ship). 2,633 tons. Built at the Charlestown Navy Yard, 1848.

Launched, Sept. 15, 1848.

Sent to Port Royal as a store ship. On the passage, she lost her rudder and sails, and was found in a crippled condition by the Sabine, who towed her in, 1862.

Vicksburg, S., 6 guns. 886 tons. Built at Mystic, Ct., 1863.

Went into commission, Dec. 2, 1863.

Sailed from New York, Feb. 8, 1864.

Vicksburg. A portion of the army were landed on the neck of land in front of Vicksburg, in January, 1863, and remained under the protection of Porter's flotilla, who covered their landing, and guarded them from attack by rebel vessels in the Yazoo River. May 21, 1863, General Grant notified Admiral Porter that he intended to attack the whole of the rebel works, at 10 o'clock on the 22d of May, asking him to shell the batteries from 9.30 A. M. to 10.30 A. M., to annoy the garrison. At 7 A. M. (22), the Mound City proceeded across the river, and made an attack upon the hill batteries opposite the canal. At 8 A. M. the Benton, Tuscumbia, and Carondolet opened on the hill batteries, and silenced them. The main work was silenced by the Mound City. The Benton, Mound City, and Carondolet then attacked the water batteries, leaving the Tuscumbia to keep the hill batteries quiet. After a close engagement of several hours, the fleet withdrew out of action, May 22, 1863.

Attacked by the gunboats General Price, Cincinnati, Benton, Mound City, and Carondolet, May 27, 1863.

General Grant and Admiral Porter's fleet bombarded the Vicksburg batteries from 4 A. M. until 10 A. M. When they ceased firing, the rebels made no response, the batteries were all deserted, June 10, 1863.

Vicksburg Batteries run by with 5 gunboats, 3 transports, April 16, 1863.

Vicksburg Batteries run by with 6 gunboats, 12 transports, April 22, 1863.

Vicksburg City, capital of Warren County, Miss., situated on the east side of the Mississippi River, 400 miles above New Orleans.

Its surrender demanded by the Oneida, May 18, 1862.

Batteries passed by some of the following vessels of Farragut's fleet: Hartford, *Brooklyn, Richmond, Iroquois, Oneida, Wissahickon, Sciota, Winona, Pinola, *Kennebec, *Octorora, *Westfield, *Clifton, *J. P. Jackson, *Harriet Lane, *Owasco, and several mortar vessels, June 28, 1862.

Vicksburg, surrender of. The operations of the navy tended, in a great measure, to hasten the fall of this stronghold of the Confederacy. The gunboats were constantly employed in shelling the enemy's works, and with success, co-operating heartily with the left wing of General Grant's army. The mortar boats worked forty-two days, without intermission, throwing shells into all parts of the city, even reaching the works in the rear, and in front of the Union troops—a distance of three miles. Three heavy guns placed on scows (a 9-inch, 10-inch, and a 100 pounder rifle), were in position a mile from the town, commanding the water batteries, and kept up an incessant fire for fourteen days; 5 8-inch, 2 9-inch, 2 42-pounders, and 4 32-pounders, were landed from the gunboats, and manned by their officers and crews of batteries in the rear of Vicksburg. The smaller gunboats of the squadron were actively employed in keeping the river clear of guerillas, who annoyed the Union transports. During the siege, the navy mortars fired 7,000

* Did not pass by.

mortar shells, the gunboats, 4,500, and 4,500 were fired from the naval batteries on shore. The following vessels of Porter's squadron participated in the siege: Benton, Mound City, Tuscumbia, Carondelet, General Sterling Price, Cincinnati, Choctaw, Forest Rose, Signal, Covington, Robb, New Era, Romeo, Petrel, Rattler, Linden, Prairie Bird, Queen City, mortar boats, and gun scows. The fall of Vicksburg insured the fall of Port Hudson, and the opening of the Mississippi River. The garrison surrendered July 4, 1863.

Victoria, S. 5 guns. 254 tons. L. 118, B. 22, D. 10. P. C. \$25,000, 1861.

Victory, S. W., 6 guns. 160 tons. Mississippi Squadron, 1863.

Vincennes, Sloop of war, 10 guns. 700 tons. Built at the Brooklyn Navy Yard in 1826.

Chases on shore the bark Alvarado, prize to the privateer Jeff. Davis, and burns her, near Fernandina, Fla., Aug. 5, 1861.

Attacked by the ram Manassas and rebel flotilla in the Mississippi River [see Head of the Passes], Oct. 12, 1861.

Vindicator, ram, 4 guns, 750 tons. Building at New Albany, Ind., 1864.

Violet, S., 2 guns. 146 tons. Name changed from "Martha," 1863.

Virginia, Ship, 84 guns. 2,633 tons. On the stocks at Boston. She was commenced in 1818.

Virginia, S., 7 guns. 581 tons.

Vixen, S. W., (coast survey), 4 guns.
Pocotaligo expedition, Oct. 22, 1862.

W.

Wabash, S., 48 guns. 3,274 tons. Built at the Philadelphia Navy Yard, 1855.

Put in commission, June, 1861.

At Hatteras Inlet, and capture of Forts Hatteras and Clark [see Hatteras Inlet], Aug. 29, 1861.

Flag ship at the capture of Port Royal, S. C. [see Port Royal, S. C.] Nov. 7, 1861.

Sends a detachment of officers and seamen, who man "Battery Sigel," at the bombardment of Fort Pulaski, Ga. [see Fort Pulaski, Ga.], April 12, 1862.

Wachusett, S., 10 guns. 1,032 tons. Built at the Boston Navy Yard. Engines by the Morgan Iron Works, N. Y., 1861-2.

Launched, Oct. 10, 1861.

Assists the army in the operations at Yorktown, Va., May 4, 1862.

Attacks Fort Darling [see Fort Darling], May 15, 1862.

Flag ship, special squadron in the West Indies, 1863.

Captures the Dolphin, B. R., March 25, 1863.

Wampanoag, S., 8 guns. 3,200 tons. Building at the Brooklyn Navy Yard. Keel laid Aug. 3, 1863.

Wamsutta, S., 6 guns. 270 tons. L. 129, B. 26, D. 8. P. C. \$27,000, 1861.

Makes a reconnoissance up the Riceboro River, and on her return was fired into by a party of dismounted cavalry, killing two of the crew; enemy's loss sixteen killed and thirty-two wounded, April 27, 1862.

- Wanaloset**, S., 8 guns. 2,200 tons. Hull not commenced. Engines contracted for in 1863.
- Wanderer**, Schooner, 3 guns. 300 tons. East Gulf Squadron, 1862.
- Ward**, Commander J. H., killed while in command of the gunboat Thomas Freeborn, during an engagement at Matthias Point, Va., June 27, 1861.
- Warren**, Store ship, 4 guns. Built at Boston, 1826; sold at Panama, 1863.
- Washington, N. C.**, Invested by the enemy for eighteen days. He appeared before the intrenchments, March 30, 1863.
Enemy retired, April 15, 1863.
- Wassuc**, Iron-clad, 2 guns. 614 tons. Building at Portsmouth, Me., at the yard of George W. Lawrence, 1863-4.
- Watauga**, S., 8 guns. 2,200 tons. Hull not commenced. Engines contracted for in 1863.
- Wateree**, S. W., 14 guns. 974 tons (iron). Built at Chester, Pa., by Reany, Son & Archibold, 1863.
Launched, Aug. 12, 1863.
Sailed for the Pacific Ocean, April 8, 1864.
At St. Thomas, March 15, 1864.
- Water Witch**, S. W., 5 guns. 378 tons. Built at the Washington Navy Yard, 1845.
Attacked by the ram Manassas and the rebel flotilla at the Head of the Passes of the Mississippi River [see Head of the Passes], Oct. 12, 1861.
One of the Pocotaligo expedition, Oct. 22, 1861.
Sailed from New York for the South Atlantic Squadron, Jan. 8, 1863.

Wave, S. W., 8 guns. 229 tons. West Atlantic Squadron, 1864.

Captured by the rebels at Sabine Pass, May 6, 1864.

Waxsaw, Iron-clad, 2 guns. 614 tons. Building at Baltimore, 1863-4.

Weehawken, Iron-clad, 2 guns. 844 tons. Built by Secor & Co., Jersey City., 1862.

Launched, 1862.

Leaves New York for Port Royal, Jan. 18, 1863.

Arrives at Port Royal, Feb. 5, 1863.

In the first attack upon Fort Sumter [see Fort Sumter], April 7, 1863.

Captures the rebel iron-clad ram Atlanta, in Warsaw Sound, Ga., after an engagement lasting only fifteen minutes; during which time only five shots were fired from the Weehawken, June 17, 1863.

Attacks the Morris Island batteries, July 10, 1863.

Attacks Fort Wagner [see Fort Wagner], July 18, 1863.

Flag ship of the attack upon Fort Wagner [see Fort Sumter, second attack], Aug. 18, 1863.

Flag ship of the night attack upon Fort Sumter [see Fort Sumter, night attack], Aug. 23, 1863.

Grounded on Cumming's Point, Charleston Harbor, Sept. 7, 1863.

Exploded a magazine in Fort Moultrie, Sept. 8, 1863.

Floated off the ground, Sept. 8, 1863.

Sunk in Charleston Harbor, Dec. 6, 1863.

Westfield, S. W., 6 guns. 1,022 tons. P. C. \$90,000, 1861.

One of Porter's Mortar Flotilla [see New Orleans], April, 1862.

Attacks the Vicksburg Batteries, June 28, 1862.

At the capture of Galveston, Texas, Oct. 9 1862.

Attacked by the rebel flotilla in Galveston Bay, Texas, and blown up by her commander, W. B. Renshaw. Casualties: killed, 1; wounded, 16; missing, 13 [see Galveston, Texas], Jan. 1, 1863.

Western World, S., 5 guns. 441 tons. L. 178, B. 33, D. 8. P. C. \$37,500, 1861.

One of the vessels to go up the Savannah River [see Savannah River], Jan. 28, 1862.

Engages the rebel flotilla in Savannah River, Feb. 14, 1862.

Now attached to the Potomac flotilla, 1864.

Whitehall, S. W., 4 guns. 323 tons. L. 126, B. 28, D. 10. P. C. \$24,150, 1861.

Destroyed by fire at Old Point Comfort, Va., March 9, 1862.

Whitehead, S., 4 guns. 136 tons. L. 93, B. 20, D. 8. P. C. \$12,000, 1861.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City, N. C. [see Elizabeth City], Feb. 10, 1862.

At Winton, N. C. [see Winton, N. C.], Feb. 19, 1862.

Aids in the relief of Washington, N. C., when invested by the enemy, April 3, 1863.

White River Expedition, commanded by Lieut. George M. Bache, U. S. N. Destroys a warehouse at Des Arc; breaks up and destroys Gen. Marmaduke's pontoon bridge; captures the steamers Thomas Gregg (Snuggs) and Kaskaskia. The expedition was composed of the U. S. gunboats Lexington, Marmora, and Cricket, Aug. 15, 1863.

Wild Cat, Schooner, 1 gun. 30 tons. Tender to the South Atlantic Squadron, 1863.

Williamette, S., 8 guns. 2,000 tons. Hull not commenced.
Engines contracted for, 1863.

Winnebago, Iron-clad, 4 guns. 970 tons. Built at St. Louis, 1863.
Left St. Louis, Oct. 20, 1863.

Winnepee, S. W., 10 guns. 1,030 tons. Building at Boston, 1864.

Winona, S., 6 guns. 507 tons. Built by C. & R. Poillon, at New York. Engines by the Allaire Iron Works, N. Y., 1861.

Launched, Sept. 14, 1861.

Attacks, but owing to fouling in the obstructions in the river, did not pass Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Attacks and passes the Vicksburg batteries, June 28, 1862.

Attacked by ram Arkansas [see Ram Arkansas], July, 15, 1862.

Passed below the Vicksburg Batteries, July 15, 1862.

Attacked by a rebel battery near Profit Island, on the Mississippi River. She was under a terrible fire for nearly an hour, and was struck twenty-seven times, Dec. 14, 1862.

Aids in the repulse of the enemy in their attack upon the U. S. forces at Donaldsonville, June 28, 1863.

Arrived at Baltimore for repairs, Aug. 25, 1863.

Sailed, Feb., 1864.

Winoski, S. W., 10 guns. 974 tons. Built at Boston, 1863.

Launched at Boston, July 30, 1863.

Wissahickon, S., 5 guns. 507 tons. Built by John Lynn, at Philadelphia. Engines by Merrick & Sons, 1861.

Attacked and passed Forts Jackson and St. Philip [see New Orleans], April 24, 1862.

Attacked the batteries at Grand Gulf, Miss., June 9, 1862.

Passes the Vicksburg batteries, June 28, 1862.

Attacked by ram Arkansas [see Ram Arkansas], July 15, 1862.

Sailed from Philadelphia, Oct. 8, 1862.

On the Pocotaligo expedition, Oct. 22, 1862.

Attacks Fort McAllister, Ga. [see Fort McAllister], Jan. 27, 1863.

Second attack upon Fort McAllister, Feb. 1, 1863.

Assists in the destruction of the privateer Nashville in the Ogeechee River, Ga., Feb. 28, 1863.

Chases the rebel steamer Georgiana ashore, near Beach Inlet, S. C., and destroys her, March 19, 1863.

In the attack upon Fort Wagner [see Fort Wagner], July 18, 1863.

Attacks Fort Wagner [see Fort Sumter, second attack], Aug. 17, 1863.

Winton, N. C., capital of Hertford County, N. C., is situated on the southwest side of Chowan River, two miles below the junction of Nottaway and Meherrin Rivers.

Commander S. C. Rowan, left Croatan Sound on the afternoon of the 18th of February, on board the Delaware, on a reconnoissance of the Chowan River. The Hunchback and Barney, having on board the Ninth Regiment of New York Volunteers (Hawkins' Zouaves), were to follow as soon as

possible. The commanders of the vessels were directed to rendezvous off Edenton, there to await his arrival. The ship arrived at Elizabeth City at five o'clock the same evening, and without anchoring, the forces there were ordered to follow them. The force consisted of the Louisiana, Perry, Morse, Lockwood, and Whitehead. They stood up the sound, and at midnight found the Barney at anchor. The Hunchback having grounded in the Croatan Sound. The Delaware anchored for the night to await her arrival. On the morning of the 19th, the force was moved to the head of the sound, and Lieut. Commanding Murray made a reconnoissance of Plymouth in the Lockwood. The Hunchback came up in the mean time and anchored. The commander was determined to leave the force off the mouth of the Roanoke to await Captain Murray's return, and started in this vessel, accompanied by the Perry, for Winton, for the purpose of communicating with the Union men said to be in arms at that place, leaving orders for Captain Murray to follow him with all the vessels as soon as he returned. Being desirous of reaching Winton at an early hour, he directed Captain Quackenbush to go at full speed. At 4 P. M., on the afternoon of the 19th, he came in sight of the wharf and houses at the landing at Winton. The town being hid by a high bluff, covered with oak trees. Ranging up past the wharf and bluff, where a negro woman stood, apparently to assure us that no danger need be apprehended, they were in the act of letting go the anchor, when suddenly a force, consisting of the first battery of North Carolina Volunteers, and a battery of light artillery, commanded by Lieut. Col. W. T. William, of the first battery of North Carolina Volunteers, opened a terrific fire of musketry and

artillery on the Delaware. Volley succeeded volley in rapid succession, striking her one hundred and twenty-five times with musketry, but his artillery overshot her. They were too close under the highland to return the fire immediately. She steamed ahead and turned after some trouble, and opened fire from her shell gun. The Perry, Lieut. Commanding Flusser, being in position, promptly threw a shrapnell among the forces, which was followed by the Delaware, as soon as Captain Quackenbush could extricate her from her position, and turn the ship in the narrow river. They ran down past the enemy, and anchored their force about seven miles below Winton. Col. Hawkins and Commander Rowan decided to return next morning to Winton. At early daylight, on the 20th, they moved up to Winton, the leading vessels threw a few shrapnell on shore to cover the landing of the troops. In a few moments Colonel Hawkins had possession of the bluff, supported by two of the navy howitzers. The Union troops moved back toward the town, and, meeting with no opposition, entered it, and destroyed a quantity of military stores, tents, arms, knapsacks, &c., and the quarters occupied by the troops of the enemy. The command was given to "embark troops," which was promptly complied with. They then withdrew their force, bringing off a small schooner found at the wharf, and returned, having dispatched Lieut. Commanding Flusser of the Perry and the Whitehead, to watch Elizabeth City, Feb. 18 and 19, 1862.

Wm. Bacon, Schooner, 5 guns. 183 tons. L. 95, B. 26, D. 8. P. C. \$6,000, 1861.

One of the Porter mortar flotilla [see New Orleans], April, 1862.

Potomac flotilla, 1864.

Wm. Badger, Ship, 1 gun. 334 tons. L. 106, B. 26, D. 13. P. C. \$7,150, 1861.

Has been used as a store ship since purchased.

Wm. G. Anderson, Bark, 8 guns. 593 tons. L. 149, B. 30, D. 14. P. C. \$27,500, 1861.

Captures the schooner *Beauregard* (privateer) in lat. 26°, 40' N., long. 75°, 42' W., Nov. 12, 1861.

Wm. H. Brown, S. W., 1 gun. 235 tons. Mississippi Squadron, 1864.

Wm. Putnam, S. W., 5 guns. 149 tons. L. 103, B. 22, D. 7. P. C. \$18,000, 1861.

Attacks Roanoke Island [see Roanoke Island], Feb. 7, 1862.

At Elizabeth City, N. C. [see Elizabeth City], Feb. 10, 1862.

Attacked by guerillas on the Piankatank River; Acting Master Commanding Hotchkiss killed, Aug. 11, 1863.

Attached to Admiral Lee's James River flotilla, May, 1864.

Wyalusing, S. W., 10 guns. 974 tons. Built at Philadelphia, 1863.

Launched, May 12, 1863.

Sailed from Philadelphia and returned to repair damages, Feb. 12, 1864.

Wyandank, S. W., 4 guns. 399 tons. L. 132, B. 31, D. 10. P. C. \$19,000, 1861.

Wyandotte, S., 5 guns. 458 tons. Purchased, 1858.

Put in commission in 1859.

Cruised for slavers until Nov., 1860. In December she went to the coast of Florida. About the middle of December she proceeded to Pensacola Navy

Yard, went into dry dock, had some slight repairs done, her bottom cleaned, and just got off in time to prevent the secessionists from capturing her with the Navy Yard, January 12, 1861. On the 10th of February she transported Lieut. Slemmer and his command from Fort Barrancas to Fort Pickens. For nearly a month the Wyandotte alone, by her constant activity day and night along the inner shore of Santa Rosa Island, kept the rebels from crossing over, landing and attacking Pickens. During the day a portion of the crew assisted Lieutenant Slemmer's small command in mounting the heavy guns. At night the marines of the ship went ashore and did picket duty outside the fort to prevent surprise. Thus the Wyandotte was by her presence and activity actually the protector of Fort Pickens, notwithstanding there was not a lieutenant on board the ship, three having resigned, leaving Captain Berryman (peace to his ashes!) and four engineers aboard, who performed all the various duties of the ship. After the Brooklyn and the rest of the fleet arrived outside the harbor, the Wyandotte kept open the communication between them and the fort until the night of April 12, when she landed the reinforcements of marines and sailors of the squadron. She afterwards was actively engaged landing reinforcements, and for several weeks she blockaded the pass of the eastern end of Santa Rosa Island. On the 17th August, 1861, she narrowly escaped shipwreck by being blown ashore during a hurricane, which caused her to drag both anchors, notwithstanding she was using all the steam power her worn out boiler and dilapidated condition would allow, to assist in keeping the vessel off the lee shore. Had

the gale continued fifteen minutes longer the faithful old Wyandot and all on board must have perished.

Has been on various stations, and has rendered efficient service as a blockader, 1863-4.

Wyoming, S., 9 guns. 997 tons. Built at the Philadelphia Navy Yard, 1858.

Attacks a Japanese steamer, brig, and bark of war in the harbor of Simonosaki, Japan, under the control of the Prince of Nagato, for firing upon the American steamer Pembroke in that harbor on the morning of the 26th of June, 1863. The Wyoming, hearing of the outrage, immediately left Yokahama and arrived at Simonosaki on the 16th of July, when she engaged the vessels. The action lasted for over an hour, when the brig was sunk, the boiler of the steamer exploded, and the bark was badly cut up. During this time the shore batteries kept up a severe fire as long as the Wyoming was within range. She was hulled eleven times, and considerably damaged in her rigging and spars. She lost four killed and seven wounded. The Japanese loss of life on shipboard as well as on shore must have been quite heavy, July 16, 1863.

Employed in the search for privateers, 1864.

Y.

Yankee, S. W., 4 guns. 328 tons. L. 146, B. 25, D. 9. P. C. \$19,000, 1861.

Chases an armed schooner (rebel) up the York River. The shore batteries kept up such a heavy fire that she was obliged to give up the chase, May 9, 1861.

Attacks Cockpit battery, Potomac River, Jan. 3, 1862.

In the Nansemond River operations, April 14, 1863.

Yantic, S., 5 guns. 593 tons. Built at the Philadelphia Navy Yard, 1863.

Launched, March 19, 1864.

Yazoo, Iron-clad, 2 guns. 614 tons. Building at Philadelphia, 1864.

Yazoo Batteries. On the 23d of December the Benton, Tyler, Lexington, rams Queen of the West, Lioness, gunboats Signal, Romeo and Juliet, started to co-operate with the forces under General Sherman in an attack upon the Yazoo batteries. On the 24th, 25th, and 26th the vessels were employed in removing obstructions and raising torpedoes, being most of the time annoyed by the enemy's sharpshooters. On the 27th the enemy opened their fire, hitting the Benton, especially, several times, one shot killing Lieut. Commander Gwin. On the 28th Gen. Sherman had advanced within skirmishing distance, and on the following day the assault was made, and one division of the Union troops succeeded in getting possession of the batteries on the hill. The other two divisions failing to come up in time, our forces were compelled to retire for the night. They subsequently intrenched themselves under the cover of the gunboats until ready to march to the investment of Vicksburg.

Yazoo City. The naval and military expedition to Yazoo City was for the purpose of preventing the enemy from fortifying it as a base of supplies from the Yazoo country. The Baron De Kalb, New National, Kenwood, and Signal were the vessels employed, and a force of troops numbering 5,000 under Maj.-Gen.

Herron; U. S. A. The enemy were completely routed, leaving everything behind, burning four of their finest steamers. Six heavy guns and an old gunboat fell into Union hands. The Baron De Kalb was blown up by a torpedo. No lives lost, July 18, 1863.

Yazoo River Expedition. The Baron De Kalb, Choctaw, Linden, Petrel, and Forest Rose were sent to the Yazoo River to destroy the rebel rams Republic, Mobile, and "a monster" not named or launched. The vessels arrived at Yazoo City to find the rams burning, the Navy Yard in flames, and most of the public stores removed or destroyed, May 21, 1863. Destroys the steamers John Walsh, R. J. Lockland, Golden Age, and Scotland, in Yazoo River, May 24, 1863.

Young America, S., 2 guns. 173 tons. Captured from the rebels by the Cumberland, 1861.

Employed as a dispatch boat in and around Hampton Roads, 1862-4.

Young Rover, S., 5 guns. 418 tons. L. 141, B. 25, D. 17. P. C. \$27,500, 1861.

Guard ship at Hampton Roads, 1863-4.

Yuma, Iron-clad, 2 guns. 614 tons. Building at Cincinnati, 1864.

Z.

Zouave, S., 2 guns. 127 tons. North Atlantic Squadron, 1862.

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